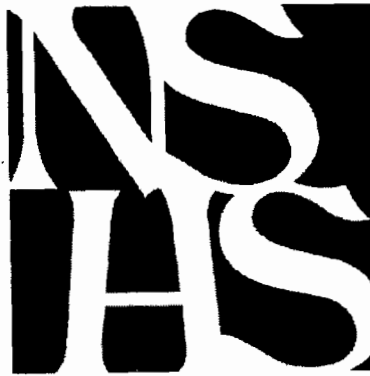


# **Madison County, Nebraska Historic Buildings Survey**

**Prepared for:**



Nebraska State Historical Society  
Lincoln, Nebraska  
[www.nebraskahistory.org](http://www.nebraskahistory.org)

**Prepared by:**



August 2001



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# **Preservation in Nebraska**



## **Introduction**

Throughout most of Nebraska's history, historic preservation was the province of dedicated individuals and organizations working alone in their local communities. Since the passage of the National Historic Preservation Act of 1966, however, the Governor of each state has been required to appoint a State Historic Preservation Officer (SHPO) to oversee preservation efforts mandated by the 1966 act. In Nebraska, the Director of the Nebraska State Historical Society (NSHS) serves as SHPO. The staff of the NSHS' Historic Preservation Division forms the Nebraska State Historic Preservation Office (NeSHPO).

The NeSHPO administers a wide range of preservation programs. The duties of the NeSHPO relating to programs called for by the National Historic Preservation Act include:

- Conducting and maintaining a statewide historic building survey.
- Administering the National Register of Historic Places (NRHP) program.
- Assisting local governments in the development of local historic preservation programs and certification of qualifying governments.
- Administering a federal tax incentives program for the preservation of historic buildings.
- Assisting federal agencies in their responsibility to identify and protect historic properties that may be affected by their projects.
- Providing preservation education, training, and technical assistance to individuals and groups and local, state, and federal agencies.

What follows is a brief description of NeSHPO programs, followed by a staff guide with telephone numbers. Though described separately, it is important to remember that NeSHPO programs often act in concert, and should be considered elements of the NeSHPO mission and a part of the mission of the NSHS.

## **Nebraska Historic Buildings Survey**

The Nebraska Historic Buildings Survey (NeHBS) was begun in 1974. The survey is conducted on a county-by-county basis and currently includes over 50,000 properties that reflect the rich architectural and historic heritage of Nebraska. The survey is conducted by researchers who drive every rural and urban public road in a county and record each property that meets certain historic requirements. Surveyors never enter private property without permission. In addition to this fieldwork, surveyors research the history of the area in order to better understand their subject. The NeHBS often includes thematic subjects that may be unique to a certain county, such as an historic highway or type of industry.

The purpose of the NeHBS is to help local preservation advocates, elected officials, land-use planners, economic development coordinators, and tourism promoters understand the wealth of historic properties in their community. Properties included in the survey have no use restrictions placed on them, nor does the survey require any level of maintenance or accessibility by property owners. Rather, the survey provides a foundation for identifying properties that may be worthy of preservation, promotion, and recognition within a community.

The NeHBS provides a basis for preservation and planning at all levels of government and for individual groups or citizens. Generally, the NeHBS includes properties that convey a sense of architectural significance. When possible and known, NeHBS also describes properties that have historical significance. The survey is not intended to be a comprehensive history of a county, but a detailed "first look" at historic properties. Additionally, as the NeHBS is in part federally funded, the NeSHPO must use federal guidelines when evaluating and identifying historic properties. In short, the NeHBS is not an end in itself, but a beginning for public planners and individuals who value their community's history.

For more information, please call the Public Programs Program Associate or the NeHBS Coordinator.

The tax incentive program in Nebraska has been responsible for:

- The reinvestment of millions of dollars for the preservation of historic buildings.
- The establishment of thousands of low and moderate income housing units and upper-end units.
- The adaptive reuse of previously under or unutilized historic properties in older downtown commercial areas.
- Helping to broaden the tax base.
- Giving real estate developers and city planners a tool to consider projects in older, historic neighborhoods.
- Helping stabilize older, historic neighborhoods.

Certification of the historic character of the income-producing property (usually by listing the property on the NRHP) and certification of the historic rehabilitation are made by both the NeSHPO and the National Park Service. We strongly urge contacting the NeSHPO and a professional tax advisor, legal counsel, or appropriate local Internal Revenue Service office before initiating any activity for a project that anticipates the use of preservation tax incentives.

For more information, please call the Review and Preservation Services Program Associate.

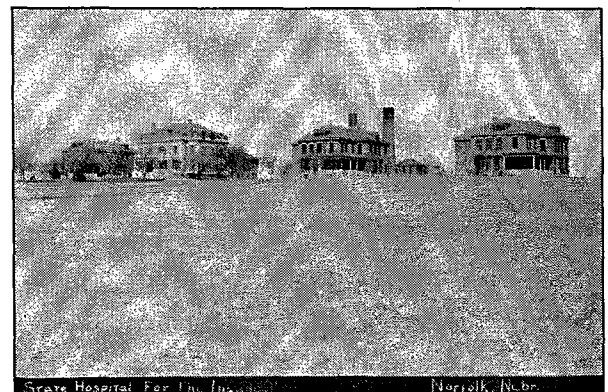
### **Federal Project Review**

Section 106 of the National Historic Preservation Act requires that federal agencies take into account the effect of their undertakings on historic properties; develop and evaluate alternatives that could avoid, minimize or mitigate adverse effects their projects may have on historic properties; and afford the Federal Advisory Council on Historic Preservation an opportunity to comment on the project and its effects on historic properties. The regulations that govern the Section 106 process, as it is known,

also require that the federal agency consult with the NeSHPO to identify historic properties in the project area; assess the effects a project may have on historic properties located in the project area; and develop and evaluate alternatives that could avoid, minimize, or mitigate adverse effects the project may have on historic properties.

For example, if the Federal Highway Administration (FHWA), through the Nebraska Department of Roads, contemplates construction of a new highway, they must contact the NeSHPO for assistance in determining whether any sites or structures listed on or eligible for listing on the NRHP are located in the project area. If properties that meet this criteria are found the FHWA must consult with the NeSHPO to avoid or reduce any harm the highway might cause the property. Note that a property need not actually be listed on the NRHP, only eligible. This process is to take place early enough in the planning process to allow for alternatives that would avoid adverse effects to historic properties; i.e., in the example above, the modification of a new highway's right-of-way could avoid an archeological site or historic barn.

It is important to note that public participation in this process is vital. The 106 process requires the federal agency to seek views of the public and interested parties if adverse effects to historic properties are discovered through consultation with the NeSHPO. The NeSHPO examines information provided by the federal agency, the NeHBS, and the NRHP, but often the most valuable information comes from comments provided by the public. Section 106 was included in the National Historic Pres-



State Hospital Complex near Norfolk, c. 1910, MD00-009 (EVM)



ervation Act to protect locally significant historic properties from unwitting federal action. It is truly a law that gives the public a voice in an often unsympathetic bureaucratic system.

For more information about Section 106 review, please call the NeSHPO.

### **Public Outreach and Education**

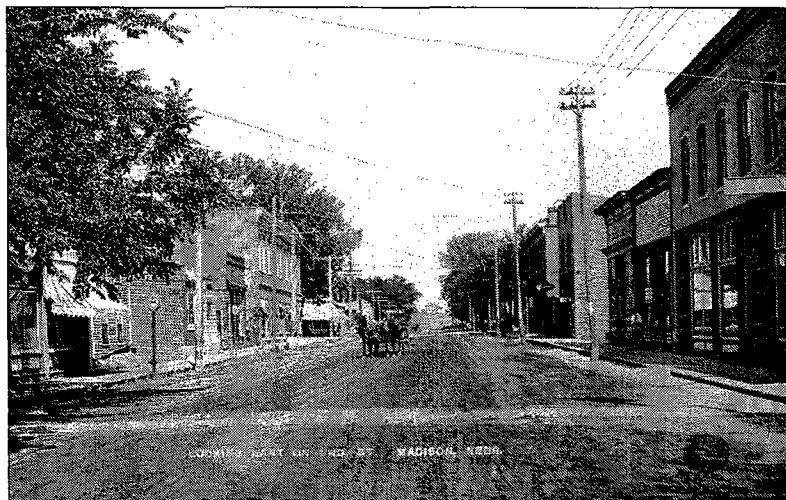
The primary function of the NeSHPO is to assist communities in preserving significant buildings, sites, and structures that convey a sense of community history. The most powerful tool available to the NeSHPO in this regard is public education. For this reason, NeSHPO staff spend considerable time conducting public meetings and workshops and disseminating information to the public.

Our goal is to assist local individuals, groups, and governments understand, promote, and preserve historic properties. The NeSHPO advocates not only the self-evident aesthetic advantages of historic preservation, but also the potential for preservation to help promote economic development, community planning, tourism, environmental sensitivity, and land-use planning.

The above short descriptions are meant to orient the reader to the NeSHPO programs within the larger mission of the NSHS. As all NeSHPO programs originate from a common source, the National Historic Preservation Act, they work best when they work together, either in whole or in part. For the programs to function at all, they require the interest and participation of the people they are meant to serve . . . the public.

For more information about the NeSHPO or the programs described above, please call (402) 471-4787 or 1-800-833-6747. Information is also available at the State Historical Society web page at [www.nebraskahistory.org](http://www.nebraskahistory.org).

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*Looking east on Third Street, c. 1910, Madison (MCHS)*

## **Organization**

### **Nebraska State Historic Preservation Office**

Lawrence Sommer, Director  
Nebraska State Historical Society  
State Historic Preservation Officer  
Telephone: (402) 471-4745

L. Robert Puschendorf, Associate Director  
Deputy State Historic Preservation Officer  
Telephone: (402) 471-4769  
E-mail: HPNSHS@nebraskahistory.org

Teresa Fatemi, Staff Assistant  
Telephone: (402) 471-4768  
E-mail: TFATEMI@nebraskahistory.org

Jennifer Little, Staff Assistant  
Telephone: (402) 471-4787  
E-mail: HPNSHS@nebraskahistory.org

### **Nebraska Historic Buildings Survey**

Jill Ebers, Survey Coordinator  
Telephone: (402) 471-4773  
E-mail: jebers@mail.state.ne.us

Bill Callahan, Program Associate  
Telephone: (402) 471-4788  
E-mail: CALLAHAN@nebraskahistory.org

### **National Register of Historic Places**

Stacy Stupka-Burda, National Register Coordinator  
Telephone: (402) 471-4770  
E-mail: sstupkab@mail.state.ne.us

Bill Callahan, Program Associate  
Telephone: (402) 471-4788  
E-mail: CALLAHAN@nebraskahistory.org

Greg Miller, Historian  
Telephone: (402) 471-4775  
E-mail: GMILLER@nebraskahistory.org

Jill Ebers, Survey Coordinator  
Telephone: (402) 471-4773  
E-mail: jebers@mail.state.ne.us

### **Certified Local Government**

Bill Callahan, Coordinator  
Telephone: (402) 471-4788  
E-mail: CALLAHAN@nebraskahistory.org

### **Preservation Tax Incentives**

Melissa Dirr, Review and Preservation Services Program Associate  
Telephone: (402) 471-4408  
E-mail: MDIRR@nebraskahistory.org

### **Federal Agency Review (Section 106 Review)**

Melissa Dirr, Review and Preservation Services Program Associate  
Telephone: (402) 471-4408  
E-mail: MDIRR@nebraskahistory.org

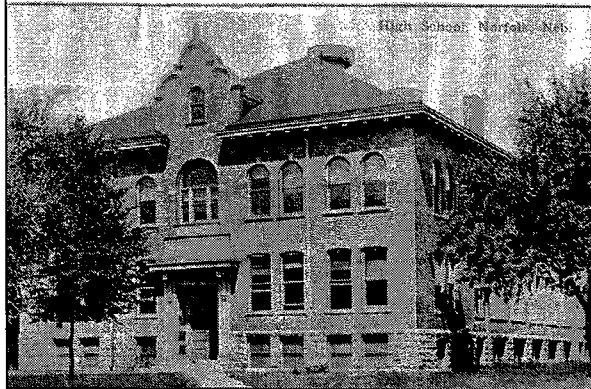
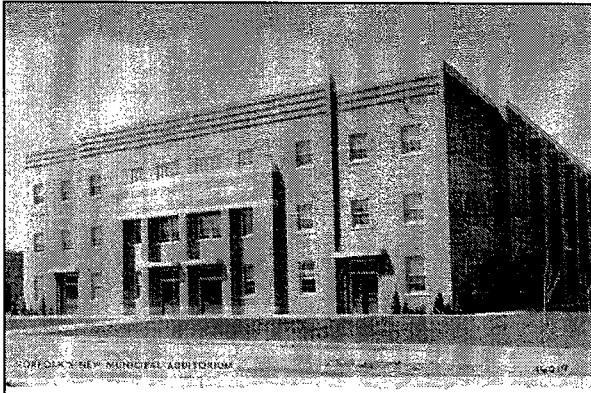
Greg Miller, Historian  
Telephone: (402) 471-4775  
E-mail: GMILLER@nebraskahistory.org

Bill Callahan, Program Associate  
Telephone: (402) 471-4788  
E-mail: CALLAHAN@nebraskahistory.org

### **Archeology**

Terry Steinacher, Archeology Program Associate  
Telephone: (308) 665-2918  
E-mail: tsteinach@bbc.net

All of the personnel above, excluding Mr. Steinacher, may also be reached by dialing 1-800-833-6747.



*Norfolk Municipal Auditorium, c. 1940, MD06-233 – top*

*Hotel Norfolk, c. 1930, MD06-143 – middle*

*Norfolk High School, c. 1910, MD06-102 – bottom (MCHS)*

## **Historic Preservation Board Members**

Dr. Kent Blaser – Wayne

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Mr. Lawrence Sommer, Secretary – Lincoln



# **Historic Overview Madison County**

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## Introduction

This historic overview provides a context in which to consider the various types of resources that were researched and documented in this survey. When possible, information is presented about specific buildings in Madison County. When a building referred to has been included in the survey, it is followed by its Nebraska Historic Buildings Survey (NeHBS) number. These site numbers begin with an abbreviation of the county (MD for Madison) and a two-digit number referring to its location within the county. Each community has a number, for example "01" indicates Battle Creek, and rural sites are number "00." The last three numbers refer to the specific building or structure (for example MD01-001).

## Landscape and Settlement

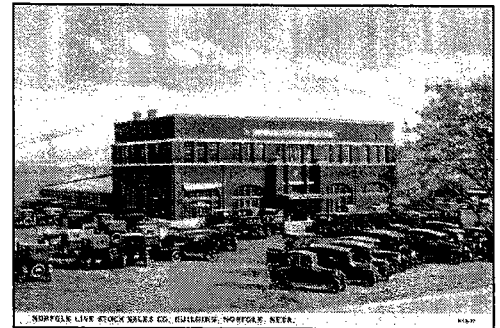
Madison County, located in northeast Nebraska, is comprised of 576 square miles. The county is a mixture of well drained uplands and flood-prone valleys that provide excellent pasture land. Notable features include the Elkhorn River flowing through the northern portion of the county. Tributaries of the Elkhorn River in Madison County include the North Fork, Battle, Union, Taylor, Shell, Buffalo, Deer, Dry, and Meridian Creeks.

The county was created in 1856 by Nebraska's Territorial Legislature and named for President James Madison.<sup>1</sup> In 1866, the first group of settlers entered the northeast portion of the county near present-day Norfolk. Among the early settlers were a group of Germans from Wisconsin. Germans have historically represented the largest European immigrant group in the state, comprising 14 percent of Nebraska's population in 1900.<sup>2</sup> The German settlers established their homestead claims in an unusual configuration called long-lots, which ensured access to the North Fork of the Elkhorn River. The long-lots were four times longer than they were wide and faced the river on the eastern end.<sup>3</sup>

Early settlement in Madison County was rapid. In 1868, the county reported 140 settlers; however, by 1884 the number had grown to just under

9,000.<sup>4</sup> Typical development of Nebraska counties included rapid population growth during the 1880s following the construction of railroad lines through the county. Beginning in 1879, the Fremont, Elkhorn & Missouri Valley Railroad began construction of a rail line through the northern section of the county, with depot stops in the towns of Norfolk, Battle Creek, and Burnett (later known as Tilden).<sup>5</sup> Over the next decade, two other railroad companies began construction of lines through Madison County. The Omaha, Niobrara & Black Hills Branch of the Union Pacific reached Norfolk in 1880, and the Chicago, St. Paul, Minneapolis & Omaha Railroad in 1882.<sup>6</sup> As the county grew from railway access, by the late 1880s Madison County had a population surge with over 2,200 school children taking classes at 53 schoolhouses across the county.<sup>7</sup> As more farmers moved into the county, the population jumped to 13,669 in 1890 and 19,101 in 1910.

Madison County's economy has historically been agriculturally based consisting of corn and wheat production, and livestock farms that raise cattle and hogs.<sup>8</sup> In its earliest development, the county was a leading producer of sugar beets used in the manufacture of sugar.<sup>9</sup> By 1930, the county's population reached 26,037. After World War II, industry and manufacturing jobs spread across the state from Omaha into smaller cities such as Norfolk. At the



Norfolk Livestock Sales Company, c.1935, MD06-091 – top (EVM)  
Norfolk Livestock Sales Company, MD06-091 – bottom

same time, agriculture increasingly became centralized, as the number of farms have decreased and the average size of farms have increased.<sup>10</sup> In 2000, there were 35,226 residents in the county.

## Community Development

### Battle Creek

The first settlers arrived in 1870 to an area described as approximately two miles south and one mile west of the current town site.<sup>11</sup> In the course of three years, the town site of Battle Creek was platted with 25 blocks and recorded with the Madison County Court in 1878.<sup>12</sup> The community was named after the adjacent Battle Creek, named in honor of a skirmish that occurred at the site between the Pawnee Tribes and the U.S. Army.<sup>13</sup>

The arrival of the Fremont, Elkhorn & Missouri Valley Railroad in 1879 helped to spur commercial development and population growth.<sup>14</sup> By 1880, the community listed 123 residents. Increased economic activity led to the construction of a mill, creamery, general store, two banks, two public water works, and three churches by 1890; and by 1900, Battle Creek was home to just over 500 residents.<sup>15</sup>

Throughout the twentieth century, the community has grown steadily, reaching 775 residents in 1930. The community supports several churches,



Commercial Building on Main Street, Battle Creek, MD01-017

with St. John's Lutheran Church (MD01-044) constructed in 1952. In 2000, the population peaked at 1,158.

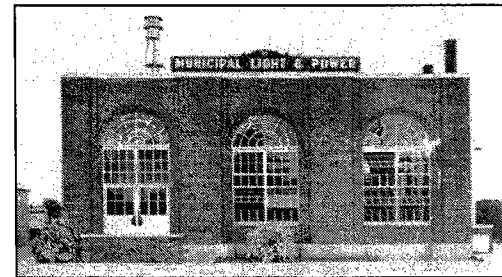
### Enola

Located south of Norfolk, Enola was founded by Thomas J. Malone, whose name partially spelled backwards spells the community's name. The town developed just before 1900, as a grain and railway shipping point on the Union Pacific Railroad between Norfolk and Madison. By 1938, Enola had a high school, a grain elevator, and several businesses including a bank (MD02-001), now abandoned.<sup>16</sup>

### Madison

Madison serves as the county seat. The community is situated at the junction of Union and Taylor Creeks. Early area settlers consisted of German families from Wisconsin who settled in the area around 1867.<sup>17</sup> Madison was officially platted in 1871 by P.J.

Barnes. After competition from surrounding communities, Madison became the county seat in 1875 and was incorporated the following year.<sup>18</sup>



Municipal Light and Power Building, c. 1930  
Madison, MD03-003 (MCHS)

The arrival of the Union Pacific Railroad in 1879 made Madison a principal shipping point between Columbus and Norfolk and increased Madison's population and business development.<sup>19</sup> During the last two decades of the nineteenth century, the town's population grew from 300 to just under 1,000 residents. Businesses in the community during this time included two hotels, three banks, two newspapers, a roller mill, creamery, lumberyard, six churches, and a state Normal School.<sup>20</sup> The Madison County Building and Loan Association building (MD03-023) is a brick building on 3rd Street, constructed circa 1888, which later housed the law office of Senator W.V. Allen.<sup>21</sup>



Prosperity continued through the early decades of the twentieth century. In 1900, Madison had telephone service, a local regiment of the National Guard, and was constructing a city hall building. Grain elevators, a lumberyard, and other businesses were located near the Union Pacific Railroad lines running through town. In 1902, construction began on St. Leonard's Catholic Church and Rectory (MD03-023, listed on the National Register of Historic Places [NRHP]). The church was dedicated in 1913. St. Leonard's was designed by local architect, Jacob M. Nachtigall, in the Romanesque Revival style. By 1910, the population had increased to 1,708 residents. More civic improvements came after 1910, with the construction of the Carnegie Library (MD03-040) in 1912 and the completion of the city-owned water works and electric light company (MD03-003).<sup>22</sup>

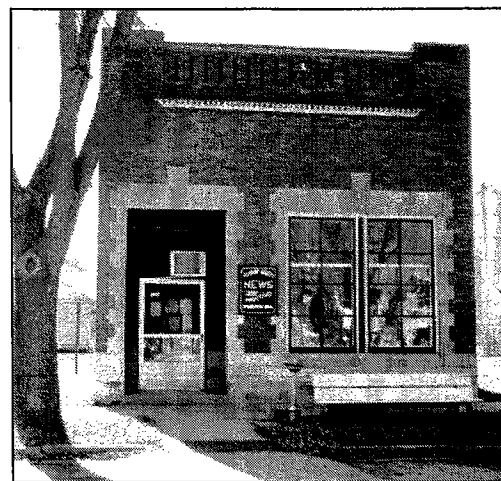
Madison continued to expand, and by 1940, the population was 1,812; between 1950 and 1970, however, population declined to 1,595. During the 1970s, the city of Norfolk contested the location of the county seat, but a 1977 county vote kept the county government at Madison.<sup>23</sup> Since 1980 Madison's population decline has reversed, with the 2000 census recording 2,367 residents.

### **Meadow Grove**

In 1879 when the Fremont, Elkhorn & Missouri Valley Railroad constructed its line through the county, the railroad established Meadow Grove. At that time, the town was said to be located between a meadow and a cottonwood grove – so the railroad named it Meadow Grove. The first homesteaders came to the area as early as 1868, but a town was not established until after the railroad had laid its tracks and designated Meadow Grove as a station point.<sup>24</sup> The town was platted in 1887.<sup>25</sup>

In the last two decades of the nineteenth century, residents of Meadow Grove saw community businesses grow. Local businesses included grain elevators, a general merchandise store, hotel, blacksmith shop, two banks, three churches and a school.<sup>26</sup> The F.J. Hale Warehouse Company, managed by J.W. Warrick, provided coal, lumber,

and other merchandise. Later, Warrick and his brother started the Warrick Lumber & Grain Company (MD04-004).<sup>27</sup> Today the Warrick House (MD04-001, listed on the NRHP) at the corner of Fourth Street and Main Street and constructed in 1903, is an example of Queen Anne-style architecture.



*Bank Building, Meadow Grove, MD04-008*

In 1900, Meadow Grove had 237 residents. Community services expanded during the early twentieth century: in 1912 electric street lights were erected; an electric water pump was added in 1919; and in 1936 the Works Progress Administration (WPA) constructed the town's sewer system.<sup>28</sup> The population of Meadow Grove increased steadily during the twentieth century reaching 483 residents in 1930, but then declined to 461 in 1950, and to 311 in 2000.

### **Newman Grove**

The small town of Newman Grove is located in the southwest corner of Madison County. Originally settled in 1870 by the Warren family, the area became known as Newman Grove after the eldest Warren son, Newman, planted a grove of cottonwood trees. The post office was established near this location in 1874.<sup>29</sup> By 1885, the Western Townlot Company was formed and the community was platted with blocks and streets.<sup>30</sup> The arrival of the Fremont, Elkhorn & Missouri Valley Railroad in 1887 stimulated development, and in 1888, Newman Grove was incorporated.<sup>31</sup>

Early settlement in Newman Grove largely consisted of westward migrating easterners, and large numbers of Norwegian and Swedish immigrants.<sup>32</sup> Swedes comprise the third largest European immigrant group in Nebraska, and Norwegian settlement was largely confined to Madison and Boone Counties in northeastern Nebraska.<sup>33</sup> By 1890, the population of Newman Grove was 330, and 696 in 1900. At the time, businesses in the community

included a newspaper, hotel, two banks, two drug stores, a dry goods store, four general stores, two grain elevators, three liverys, and a butter and egg depot. Shortly after, in 1907, the brick high school building (MD05-002) was constructed.<sup>34</sup>

Newman Grove continued to prosper in the early twentieth century. By 1920, the census recorded 1,260 residents and the community had built a waterworks, paved the streets and sidewalks, and had electric street lights.<sup>35</sup> Beginning in the 1920s, population began to decline. In 2000, there were 797 residents.

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### Norfolk

Located in the northeastern corner of the county, Norfolk is the largest community in Madison County. The city is located on the North Fork of the Elkhorn River to the northeast. Norfolk was first settled in 1866 by a group of German immigrants from Wisconsin. Local tradition states that three years later, the settlers petitioned Congress for a post office with the name "Norfork" after the North Fork River. Congress assumed that the name was misspelled and instead assigned the name "Norfolk" for the post office.<sup>36</sup>

During the 1870s businesses in Norfolk included a lumber mill, a drug store, hotel, hardware store, harness shop, blacksmith shop, and newspaper. Between 1876 and 1878, Norfolk benefitted from the Black Hills gold rush due to its location along the Overland Route to South Dakota. Gold seekers and wagon freighters often stopped in Norfolk for supplies before heading into the unsettled territory.<sup>37</sup>



Looking east on Nebraska Avenue, c. 1950, Norfolk (EVM)



Newman Grove State Bank Building, MD05-012

By 1879, the Fremont, Elkhorn & Missouri Valley Railroad had laid its line through the northern portion of the county. The railroad's main depot stop was located at Norfolk Junction, one mile south of the town. In the following decade, two additional railroad companies – the Union Pacific; and the Chicago, St. Paul, Minneapolis & Omaha Railroads – also constructed rail lines through Norfolk.<sup>38</sup> The additional rail lines had a significant impact on the development of the community. In 1880 the population of Norfolk was 547, and by 1890, the population rose to 3,038 residents.

During the last decade of the nineteenth century, the number of businesses increased and numerous civic improvements were made, including electric street lights, a water works, and a horse-car line. Businesses included a new three-story brick hotel, a large roller mill, a sugar beet factory, two creameries, and a planing mill.<sup>39</sup> In 1888, the Nebraska State Hospital for the Insane (MD00-099, Norfolk Regional Center) was constructed just outside the city on a bluff overlooking Norfolk.<sup>40</sup>

At the beginning of the twentieth century had 3,883 residents – a population that had quadrupled since 1890.<sup>41</sup> The city had over 6,000 residents by 1910, and 10,717 in 1930. To help accommodate the increased population, the WPA helped to construct a community park (MD06-123, Ta Ha Zouka Park, 1936) and a city pool during the 1930s. After World War II, Norfolk increasingly

attracted and developed a manufacturing sector in its economy aided by highway development.<sup>42</sup> Continued industrial and business growth has prompted an increase in population to 23,516 in 2000, making Norfolk one of Nebraska's larger cities.

### **Tilden**

Located on the county line between Madison and Antelope Counties, Tilden was established by the Fremont, Elkhorn & Missouri Valley Railroad in 1880 on its route through northwestern Madison County. Shortly afterward, the railroad constructed a depot just over the county line in Antelope County. The community was first named Burnett in honor of the local railroad superintendent.<sup>43</sup> In 1899, the post master of Nebraska requested that the community's name be changed to Tilden to prevent confusion between Burnett in Madison County and Bennett in Lancaster County.

In 1885, the portion of Tilden located in Madison County was incorporated. The portion located in Antelope County remained unincorporated. This situation posed problems for the community. The village could not enforce the law or collect taxes from the Antelope County portion. Not until 1894 was the western third of Tilden officially annexed by Madison County.<sup>44</sup>

The Fremont, Elkhorn & Missouri Valley Railroad played a significant role in Tilden's commercial development. By 1890, the community was an important cattle shipping point and it supported a newspaper, a school, three churches, and two banks.<sup>45</sup> In 1902, the community's name was officially changed to Tilden, when the town had a population of 533.<sup>46</sup>

In 1925, the Quick Serve Oil Company (AP08-001) opened for business as a Skelly gasoline station. As Tilden became a shipping center in Antelope and Madison Counties for grain, the concrete grain silos of the Tilden Grain Company (AP08-039) were built in 1919.

Tilden continued to increase in size during the early twentieth century, reaching 1,106 residents in 1930. To help accommodate the increased population, the WPA constructed a community park and city pool during the 1930s.<sup>47</sup> In 2000 the population of Tilden was 1,078.

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House, 504 Center Street, Tilden, AP08-007

## End notes

<sup>1</sup>Jane Graff, ed., Nebraska, Our Towns - North Northeast (Seward, Nebr.: Second Century Publications, 1990), 167.

<sup>2</sup>Bradley H. Baltensperger, Nebraska, a Geography (Boulder, Colo.: Westview Press, 1985), 74, 76.

<sup>3</sup>A.T. Andreas, History of the State of Nebraska [book on-line] (Chicago, Ill.: Western Historical Co., 1882), 2-3.

<sup>4</sup>Census data throughout this section is from Nebraska Department of Natural Resources, "Population of Nebraska Counties: 1860-1990" [on-line data bank]; accessed December 12, 1999.

<sup>5</sup>C.H. Scoville, History of the Elkhorn Valley (Chicago: National Publishing Co., 1892; reprint, Evansville, Ind.: Unigraphic, Inc. 1977), 272.

<sup>6</sup>Andreas, 6; Scoville, 272.

<sup>7</sup>Andreas, 6.

<sup>8</sup>Andreas, 1.

<sup>9</sup>Scoville, 270.

<sup>10</sup>Baltensperger, 144.

<sup>11</sup>Charles C. Zimmerman, ed., Centennial Reminiscing - A Story of the People of the Community of Battle Creek, Nebraska 1867-1967 (Battle Creek, Nebr.: Battle Creek Improvement Club, 1967), 39.

<sup>12</sup>Zimmerman, 40.

<sup>13</sup>Graff, ed., 170.

<sup>14</sup>Zimmerman, 45.

<sup>15</sup>Scoville, 274.

<sup>16</sup>Edward A. Landgraf, Early History of Norfolk, Nebraska, Master's thesis, University of Nebraska - Lincoln, (1938; reprint, Norfolk Daily News: Norfolk, Nebraska, n.d.), 38.

<sup>17</sup>Graff, 167.

<sup>18</sup>Scoville, 274.

<sup>19</sup>Graff, 168.

<sup>20</sup>Graff, 168; Scoville, 274; Madison County Historical Society, 125 Years of Memories 1867-1992, Madison, Nebraska (N.p.: Madison County Historical Society & Q-125, 1993), 5-6.

<sup>21</sup>Madison County Historical Society, 49.

<sup>22</sup>Madison County Historical Society, 6-7.

<sup>23</sup>Madison County Historical Society, 9.

<sup>24</sup>Gary Kuchar and Lenora Kuchar, ed., They Called It Meadow Grove (Osborne, Kan.: Osborne Publishing Company, 1979), 9.

<sup>25</sup>Scoville, 279.

<sup>26</sup>Graff, 173; Kuchar and Kuchar, ed., 9.

<sup>27</sup>Graff, 173.

<sup>28</sup>Kuchar and Kuchar, 56.

<sup>29</sup>Nebraska Community Club, et al., Industrial Facts, Newman Grove, Nebraska (Columbus, Nebr.: Nebraska Public Power District, 2000), 2.

<sup>30</sup>Graff, 175.

<sup>31</sup>Scoville, 275; Graff, 177.

<sup>32</sup>Nebraska Community Club, 2.

<sup>33</sup>Baltensperger, 76.

<sup>34</sup>Scoville, 275; Nebraska Community Club, 2.

<sup>35</sup>Graff, 176.

<sup>36</sup>Graff, 178.

<sup>37</sup>Graff, 179.

<sup>38</sup>Scoville, 273.

<sup>39</sup>Scoville, 273.

<sup>40</sup>Graff, 179.

<sup>41</sup>Baltensperger, 245.

<sup>42</sup>Baltensperger, 112.

<sup>43</sup>Scoville, 274; Tilden's Centennial Journey 1880-1980 (Henderson, Nebr.: Service Press, [1960]), 7.

<sup>44</sup>Tilden's Centennial Journey 1880-1980, 21.

<sup>45</sup>Scoville, 274.

<sup>46</sup>Tilden's Centennial Journey 1880-1980, 21.

<sup>47</sup>Tilden's Centennial Journey 1880-1980, 37.

# **Survey of Madison County**

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## Research Design

### Objectives

The NSHS retained Mead & Hunt to identify and document Madison County's significant historic, architectural, and landscape resources. This 2000-2001 NeHBS builds upon the previous survey efforts of Madison County. A reconnaissance survey of the county was conducted in 1982. Since that time, a number of resources have met the 50 year requirement and have been included as part of this survey. In addition, the location and current status of previously surveyed sites were confirmed. We examined the integrity and significance of each previously surveyed and newly identified resource, evaluated those resources for the National Register of Historic Places (NRHP) eligibility, and determined their potential to contribute to a historic district.

Two intensive themes were also included in the NeHBS of Madison County- resurvey of Norfolk and survey of the Meridian Highway. The resurvey of the city of Norfolk included an analysis of the changes to previously surveyed properties. A discussion of the resurvey results is included in *Chapter 4: Resurvey of Norfolk*. A survey of the Meridian Highway route and related resources through Madison County is presented in *Chapter 5: Meridian Highway in Madison County*.

### Methodology

Background Research – Before beginning field-work, Mead & Hunt investigated published information about the history, culture, and settlement of Madison County and its communities. We completed research at the following repositories:

- Nebraska State Historical Society Library
- University of Nebraska – Lincoln Library and Archives
- Madison County Historical Society
- Elkhorn Valley Museum and Research Center
- local libraries

We also collected information on previously surveyed properties, NRHP sites, and related statewide historic contexts.

The NeSHPO staff and Mead & Hunt participated in a public meeting in Madison County to provide local residents with information about the survey. We encouraged residents to share information on local history and about sites on private or otherwise inaccessible property. Mead & Hunt gained valuable information from these local contacts.

*Field Survey* – During the field survey, Mead & Hunt drove known public roads and streets to identify properties with historic and architectural significance. Properties included in the survey met the evaluation considerations outlined in the Nebraska Historic Buildings Survey (NeHBS) Manual (July 9, 1997). Generally, the NeHBS uses the National Park Service guidelines, which state that a property must:

- Be at least 50 years old
- Be in its original location
- Retain its physical integrity

Following NeHBS guidelines, we included properties that fell a few years outside the 50-year mark if they were significant or unusual property types. For a property to retain integrity, its present appearance must closely resemble the original appearance. Common alterations to buildings include the replacement of original materials with modern ones (such as new windows or porches), the construction of additions, and the installation of modern siding materials. Properties that have undergone too many physical changes were excluded from the survey. Because urban residences are the most common resources within a building survey, we evaluated them using a stricter integrity standard.

Farmsteads and complexes of buildings were evaluated as a whole. If the primary building of a farmstead or complex did not retain integrity, we did not survey associated buildings – although we

made exceptions when the outbuildings held significance collectively, even if the residence or main barn did not retain historic integrity. Abandoned properties were included in the survey if they appeared to date before the turn-of-the-century, were a rare property type, or exhibited regional construction materials such as sod or stone.

We evaluated commercial buildings individually and as contributing components of a commercial historic district. In accordance with NeHBS guidelines, we acknowledged that the first-floor storefronts of commercial buildings have often been modernized. That change alone did not eliminate buildings from the survey. If a building

retained historic wall surfaces, cornices, and second-level window openings, it was included in the survey.

Mead & Hunt personnel were careful to document properties according to the NeHBS manual, which requires preparing a field form and taking a minimum of two black-and-white photographs. During the evaluation, we related properties to historic contexts and property types developed by the NeSHPO and included in the NeHBS manual. We recorded all surveyed properties on U.S.

Geological Survey (USGS), county, and city maps, as appropriate. Surveyed properties were evaluated for potential eligibility for the NRHP (see *Chapter 6: Recommendations*).

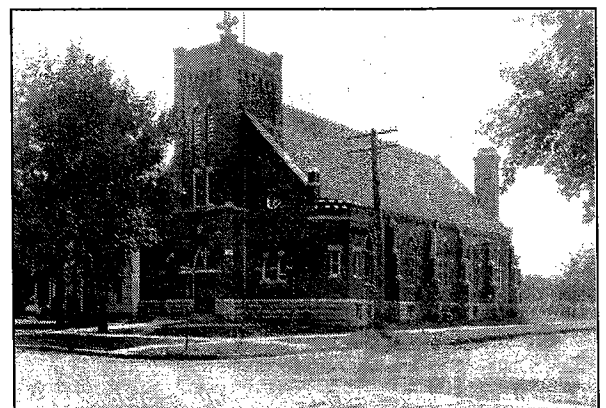
The NRHP is the official federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. A property can be significant at the local, state, or national level. To qualify as eligible for the NRHP, properties must be at least 50 years old and possess historic significance and integrity.

To be listed on the NRHP, a property's significance must be demonstrated by one or more of the following criteria established by the National Park Service:

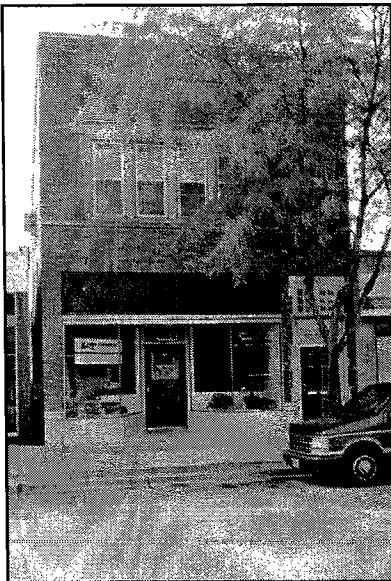
- *Criterion A – Association with events or activities that have made a significant contribution to the broad patterns of our history.*
- *Criterion B – Association with the lives of persons significant in our past.*
- *Criterion C – Association with the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.*
- *Criterion D – Potential to provide important information about prehistory or history.*

Generally, cemeteries, birthplaces, grave sites, religious properties, moved buildings, reconstructed properties, commemorative properties, and properties that have achieved significance within the last 50 years are considered ineligible for listing. However, they may qualify if they fall into one of the following categories:

- Religious properties deriving significance from architectural or artistic distinction or historical importance.



*Catholic Church, c.1930, Norfolk (EVM)*



*E.A. Seifert Building, 207 Norfolk Avenue, Norfolk, MD06-470*



- Moved properties that are significant for architectural value.
- Birthplaces or grave sites if there is no other appropriate site directly associated with a significant person's public life.
- Cemeteries that derive primary significance from graves of person's of transcendent importance, from age, or distinctive design features.
- Reconstructed buildings when built in a suitable environment.
- Commemorative properties with significant design, age, tradition, or symbolic value.
- Properties less than 50 years old that are of exceptional importance.

Also important in the determination of eligibility of a property is integrity. Integrity is defined as the ability of a property to convey its significance. A property's integrity must be evident through historic qualities, including:

- |               |             |
|---------------|-------------|
| • location    | • design    |
| • setting     | • materials |
| • workmanship | • feeling   |
| • association |             |

The seven elements of integrity are defined in *Appendix 2: Glossary of Architectural Terms*.

After completing fieldwork, Mead & Hunt compiled field data and historical information for input in the NeHBS database. This report highlights the results of the survey, including recommendations for NRHP listing. Products submitted to the NeSHPO include the survey report, photograph contact sheets, negatives, color slides, maps, site plans, and research files.

### **Limitations and Biases of the Survey**

Mead & Hunt limited the survey to the properties and historic resources identifiable from the public right-of-way. A number of properties were not visible because of their considerable setback. In other cases, properties were not able to be evaluated because they were obscured by significant foliage, including windbreaks.

### **Survey Results**

The NeHBS of Madison County evaluated 1,055 properties, including five properties listed on the NRHP. In addition, we reevaluated six bridges that were previously surveyed as part of a statewide bridge survey. The numerical summary of survey results at the end of this section details the property types surveyed in the rural area and in each community.



*Farmstead near Newman Grove, MD00-079*

### **Significant Historic Contexts**

The survey of Madison County identified properties that relate to historic contexts outlined by the NeSHPO. Each historic context contains distinct property types and also details the history of a particular theme as related to the state of Nebraska. In Madison County, we identified nine significant historic contexts. The following discussion presents each of the historic contexts through an illustration of related properties identified in the reconnaissance survey. A list of potentially eligible properties associated with each context can be found in *Chapter 6: Results and Future Needs*

## Agriculture

The agriculture context combines property types that are related to food production, including crops and livestock. Within Madison County, we identified a number of farmsteads associated with this theme. The farms often contained a main house, barns, grain bins, storage buildings, garages, machine sheds, chicken coops, windmills, and cellars. The variety of barn types and other outbuildings, display the diversity of livestock and crop production throughout Madison County.

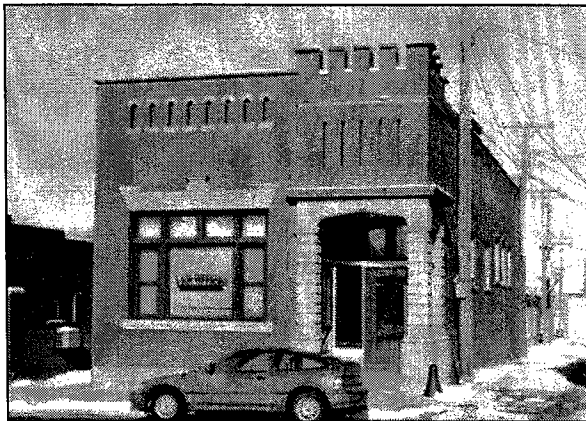
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Modern barns and utility buildings, often of metal construction, are found throughout the county. In some cases, modern houses have replaced historic farmstead residences and older homes have been significantly modernized.

The Norfolk Livestock Sales Company complex (MD06-091) is a unique resource related to the county's agricultural heritage.

## Commerce

The historic context of commerce is concerned with the buying and selling of commodities, which are transported from one place to another. Associated property types include stores providing a variety of products and services. Related property types are largely one and two-story brick commercial buildings located on a town's main street. The buildings represent elements of architectural styles and forms that include Italianate, commercial vernacular, and Neoclassical Revival.

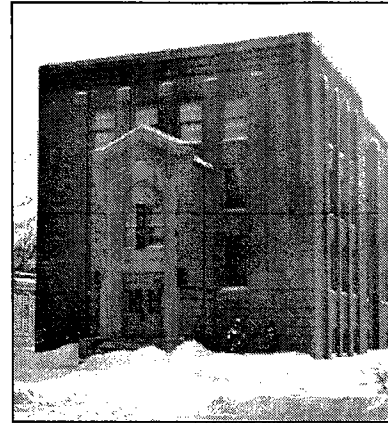


Former Senator Allen's Law Office Building, Madison, MD03-043

Grain elevators are found in some of the communities in the county and are related to the historic context of commerce.

## Association

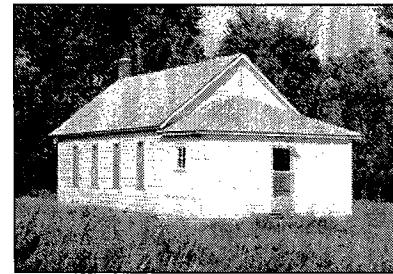
The association context relates to organizations of people, other than religious or governmental, that have a common interest. The reconnaissance survey identified one property that served as a meeting hall for a social organization - Masonic Hall (MD06-011) in Norfolk.



Masonic Temple Building, 907 Norfolk Avenue, Norfolk, MD06-011

## Diversion

The theme of diversion relates to those activities designed to relax and amuse people. Associated property types identified in the reconnaissance survey included: parks such as Ta-Ha-Zouka Park (MD06-123) in Norfolk; and public entertainment facilities such as the New Opera House (MD07-004) in Tilden.



Simonson Schoolhouse, District #68 near Newman Grove, MD00-037

## Education

The education context relates to the processes of teaching and learning. The reconnaissance survey identified rural and urban schools, public and parochial, as related property types. Urban schools were typically two-story, brick buildings and were more commonly identified. Two rural schoolhouses are recommended as potentially eligible for the National Register (see *Chapter 6: Results and Future Needs*).

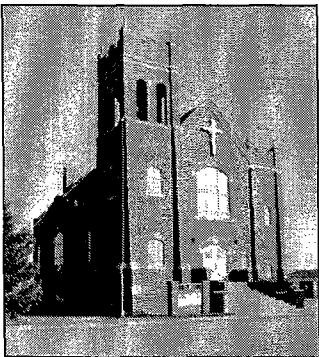
## Government

The historic context of government pertains to properties that relate to the act or process of governing at the federal, state, or local level. The

Norfolk Carnegie Library (MD06-010) is an example of a government related property identified (listed on the National Register).

### **Religion**

The historic context of religion relates to the institutionalized belief in and practices of faith. Related property types identified during the reconnaissance survey include churches, cemeteries, and clergy residences. The survey identified churches in both urban rural settings. Urban churches, of both frame and brick construction, demonstrate Neo-Gothic, Neoclassical Revival, and Queen Anne styles. A number of cemeteries were found on the outskirts of the communities and in rural areas.



*St. Johns Lutheran Church near  
Madison, MD00-029*

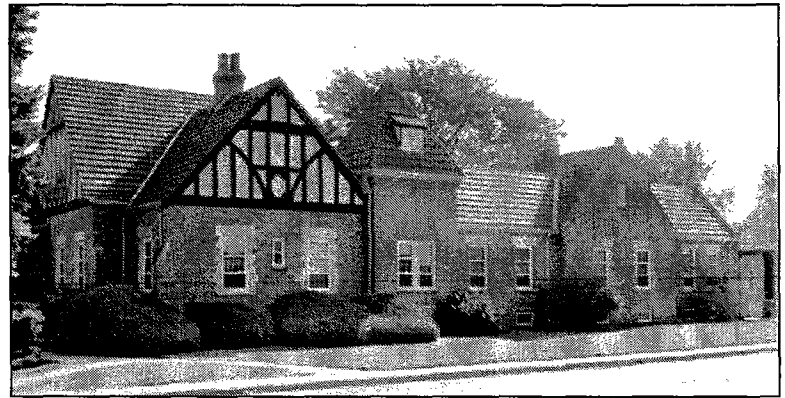
Generally, religious properties are not eligible for inclusion in the NRHP unless a property derives its primary significance from architectural distinction or historical importance.

### **Services**

The theme of services relates to properties that contain support facilities for an area, such as public utilities, health care, and banking. Related properties identified in the reconnaissance survey included banks, the Norfolk Regional Center complex (MD00-099), utility buildings, and the Campbell Clinic in Norfolk (MD06-013).

### **Settlement**

The historic context of settlement pertains to the division, acquisition, and ownership of land. Houses are the primary property type associated with settlement in Madison County. This also includes the largest pool of buildings surveyed. The residential properties represent vernacular forms with some high style characteristics. (For definitions of architectural styles and terms, please refer to *Appendix 2: Glossary of Architectural Terms*). Houses found in the county include:

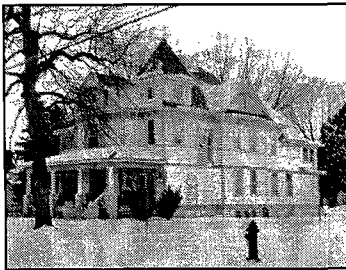


*Campbell Clinic, 1109 Norfolk*

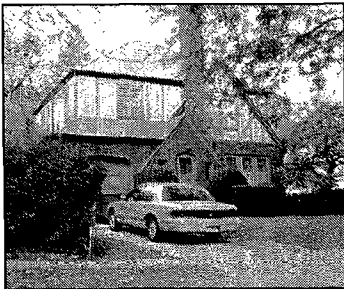
- The gabled-ell is one of the most common forms identified and generally consists of a two-story "gable" and a one-story wing.
- Four-squares are generally large, two-story houses with a square plan, hipped roof, and brick, clapboard, stucco, or concrete block construction. Larger farmhouses and urban residences often use this form.
- Cross-gabled houses are usually two-story, roughly square, with an intersecting gable or gambrel roof.

Vernacular architectural styles often exhibit some high style architectural characteristics. The majority of homes that exhibit such characteristics are located in the communities, although some of the larger historic farmhouses do also. Uses of architectural styles featured in Madison County include:

- Craftsman style bungalows, dating from the early twentieth century, commonly exhibit steeply-pitched roofs with exposed rafters, one-and-one-half stories, and brick or stucco exterior. This form was especially common in Norfolk.



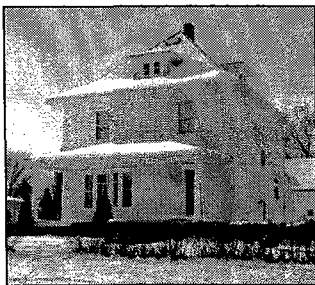
*Example of a Queen Anne House,  
300 Second Street, Battle Creek,  
MD01-024*



*Example of a Tudor Revival House,  
1210 Nebraska Avenue, Norfolk,  
MD06-488*



*Example of a Gabled-El House,  
300 South 10th Street, Norfolk,  
MD06-461*



*Example of a Four-square  
House, 707 Nebraska Street,  
Madison, MD03-110*

- Queen Anne houses, dating from the late nineteenth and early twentieth centuries, display fish-scale shingles, decorative porches, frame construction, irregular form, turrets, and a variety of wall materials.
- Tudor Revival characteristics include half-timbering, multi-gabled rooflines, decorative chimneys, and large window expanses subdivided by a multitude of mullions. Residential buildings typically display balloon frame construction with stucco or brick.
- Other Period Revival styles include Dutch Colonial Revival and Colonial Revival. All of these styles were popular during the early decades of the twentieth century and reflect a variety of characteristics associated with the period revival movement.

## **Transportation**

Transportation relates to the "carrying, moving, or conveying of material and people from one place to another." Examples of associated property types include trails, roads, gas stations, bridges, railroad stations and depots, and airport terminals.

The Meridian Highway in Madison County and associated resources were the subject of an intensive survey (see *Chapter 5: Meridian Highway in Madison County*).



*Truss Bridge near Newman Grove, MD00-117*



*Terminal Building, c. 1950, Karl Stefan Memorial  
Airport near Norfolk, MD00-023 (EVM)*

## Numeric Summary of Survey Results

**Table 1. Summary of properties surveyed – Madison County**

Area/NeHBS prefix	Properties surveyed before 2000	New properties surveyed in 2000-2001	Total properties evaluated
Rural (MD00)	55	104	159
Battle Creek (MD01)	26	19	45
Enola (MD02)	5	0	5
Madison (MD03)	71	56	127
Meadow Grove (MD04)	21	8	29
Newman Grove (MD05)	67	43	110
Norfolk (MD06)	272	241	513
Tilden (MD07) and Tilden (AP08)	54	23	77
<b>Total</b>	<b>571</b>	<b>494</b>	<b>1,065</b>

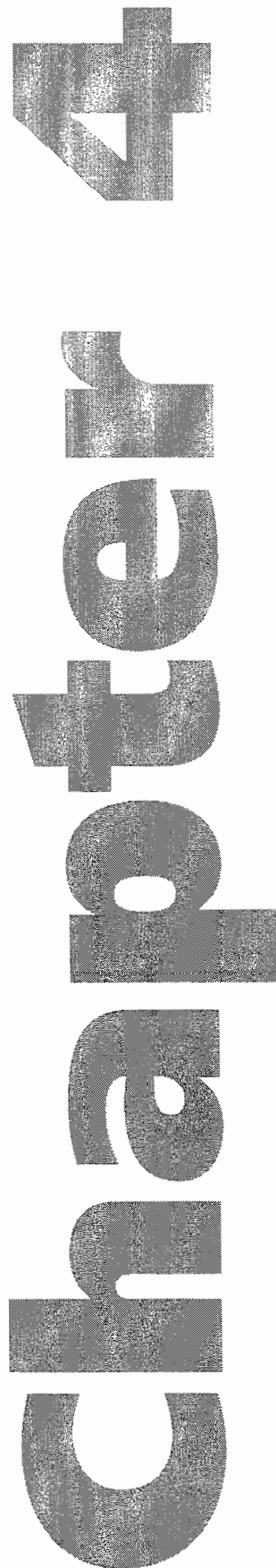
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**Table 2. Summary of contributing resources – Madison County**

Area/NeHBS prefix	Properties	Buildings	Sites	Structures	Objects
Rural (MD00)	144	316	27	46	0
Battle Creek (MD01)	38	36	1	1	0
Enola (MD02)	5	4	0	1	0
Madison (MD03)	117	91	1	1	0
Meadow Grove (MD04)	29	38	0	1	0
Newman Grove (MD05)	100	64	0	0	0
Norfolk (MD06)	472	539	4	9	0
Tilden (MD07) and Tilden (AP08)	68	70	2	5	0
<b>Total</b>	<b>973</b>	<b>1,158</b>	<b>35</b>	<b>64</b>	<b>0</b>



# **Norfolk Resurvey Results**







## Survey Design and Methodology

Since the last survey of the city of Norfolk was completed in 1982, the community has undergone a great deal of change and growth. A number of the community's historic resources may have been lost to demolition and inappropriate additions or modifications. This statistical analysis has been undertaken to determine how properties have changed since the previous survey almost 20 years ago.

As part of the reconnaissance survey for the city of Norfolk, Mead & Hunt recorded data on previously surveyed properties. This data includes the type and number of alterations and the number demolitions of the previous surveyed properties. The data was used to compare 1982 and 2000 survey results. The results illustrate the specific changes that have occurred to a range of property types in the city of Norfolk since the city was last surveyed in 1982.

The resurvey analysis includes only the 269 previously surveyed properties listed in the Nebraska Historic Buildings Survey (NeHBS) within the city limits of Norfolk. Of this total, 153 properties or 57%, were found to be demolished or significantly altered. Forty-three percent of the properties were found to be largely unchanged since the previous survey and retain a historic appearance and integrity.

This analysis is limited to the 153 properties that depicted a significant change in appearance or were demolished. The survey identified the nature of inappropriate alterations and the number of demolitions within three property categories:

- residential
- commercial and industrial
- public and religious

As an initial step, each previously surveyed property was evaluated by Mead & Hunt. Properties that retained sufficient integrity were recorded, updated in the NeHBS database, and were not considered for further study as part of this analysis. Properties that were non-extant or that displayed

poor integrity were classified into one of three categories depending on the nature of the change:

- *demolished* – indicates buildings that are no longer standing
- *initial lack of integrity* – indicates buildings that Mead & Hunt deemed not to have sufficient integrity to have originally been included in the NeHBS (see Methodology section for further discussion of integrity considerations)
- *loss of integrity* – indicates buildings that displayed a sufficient level of change (affecting the building's historic integrity) to warrant their exclusion from the NeHBS (see Methodology section for further discussion of integrity considerations).

For properties found to have a loss of integrity, one of 13 reasons, listed below, was recorded:

- adverse change in environs
- aluminum/vinyl siding
- change in fenestration
- change in porch
- change in storefront
- major addition
- missing building element
- modern facade
- other
- other exterior siding
- removal of primary decorative features
- significant second story alterations
- window replacement

For properties that displayed multiple reasons of integrity loss, the most significant change was noted.

## Overview of Resurvey Results

The resurvey of the city of Norfolk identified changes to 269 historic buildings over the course of 18 years (1982 – 2000).

- 43 percent of the previously surveyed properties remain in good historical condition.
- 57 percent or 153 properties were not resurveyed. Of this total, over half display a loss of integrity, and a little over a quarter were demolished.
- 98 residential properties – the largest number of buildings – were not resurveyed. 67 percent of this total was due to a loss of integrity. Aluminum/vinyl siding accounted for the largest reason for integrity loss.

- Commercial and industrial properties represented just under one-third of the total number of buildings not resurveyed. The leading reason for exclusion was split, almost evenly, between loss of integrity and demolition.
- Nine public and religious buildings were not resurveyed. This group had the highest rate of demolition at 45 percent.

In total, about one-third of the buildings surveyed in 1982 exhibited a loss of integrity, and about one-sixth of the buildings have been demolished. As a category, loss of integrity due to aluminum/vinyl siding was the leading reason for all property types for not being resurveyed.

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## Statistical Results

### Number of surveyed properties

Previously surveyed properties in 1982	269	
Properties not resurveyed in 2000	153	57% of previously surveyed

### Reason for exclusion from 2000 resurvey

Reason	Number	Percentage of previously surveyed (269)	Percentage not resurveyed (153)
Loss of integrity	86	32%	56%
Demolished	41	15%	27%
Initial lack of integrity	26	9%	17%

### ***Property type by exclusion reasons***

<b>Property type</b>	<b>Reason</b>	<b>Number not resurveyed</b>	<b>Percentage</b>
Residential		98	64% of 153 not resurveyed
	Loss of integrity	65	67% of residential
	Demolished	18	18% of residential
	Lack of initial integrity	15	15% of residential
Commercial and industrial		46	30% of 153 not resurveyed
	Demolished	19	41% of commercial and industrial
	Loss of integrity	18	39% of commercial and industrial
	Lack of initial integrity	9	20% of commercial and industrial
Public and religious		9	6% of 153 not resurveyed
	Demolished	4	45% of public and religious
	Loss of integrity	3	33% of public and religious
	Lack of initial integrity	2	22% of public and religious

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### ***Exclusion reason by property type***

<b>Category</b>	<b>Property type</b>	<b>Number not resurveyed</b>	<b>Percentage within individual categories</b>
Loss of integrity		86 total	–
	Residential	65	76%
	Commercial and industrial	18	21%
	Public and religious	3	3%
Demolished		41 total	–
	Commercial and industrial	19	46%
	Residential	18	44%
	Public and religious	4	10%
Lack of initial integrity		26 total	–
	Residential	15	56%
	Commercial and industrial	9	35%
	Public and religious	2	8%

**Loss of integrity details**  
 Number of all properties with loss of integrity 86

	Number	Percentage of 153 not resurveyed
<b>All property types by reason</b>		
Aluminum/vinyl siding	32	37%
Major addition	18	21%
Change in porch	11	13%
Window replacement	8	9%
Change in fenestration	7	8%
Other exterior siding	6	7%
Missing building element	3	4%
Other	1	1%
Adverse change in environs	0	—
Change in storefront	0	—
Modern facade	0	—
Removal of primary decorative features	0	—
Significant second-story addition	0	—

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**Loss of integrity details**

	Number	Percentage within individual property type
<b>Property type and reason</b>		
<b>Residential</b>		<b>65 total</b>
Aluminum/vinyl siding	31	47%
Major addition	12	18%
Change in porch	11	17%
Window replacement	5	8%
Change in fenestration	3	5%
Other exterior siding	2	3%
Other	1	2%
<b>Commercial and industrial</b>		<b>18 total</b>
Change in fenestration	4	22%
Other exterior siding	4	22%
Major addition	3	17%
Missing building element	3	17%
Window replacement	3	17%
Aluminum/vinyl siding	1	5%
<b>Public and religious</b>		<b>3 total</b>
Major addition	3	100%

# **Meridian Highway Madison County**

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## Introduction

The Meridian Highway was delineated in 1911 through the efforts of local citizens. Originally named the Meridian Road, the route was renamed the Meridian Highway in 1919. The highway served as the primary north-south route through central United States. Extending from Winnipeg, Canada, to Mexico City, Mexico, the Meridian Highway passed through the eastern portion of Nebraska, including Madison and Pierce Counties. The road's initial was intended to roughly outline followed the survey of the Sixth Principal Meridian through the central Great Plains, hence the name Meridian Road.

Road networks prior to the twentieth century in Nebraska and much of the country were largely undeveloped. The popularity of both the bicycle and the automobile raised awareness of the need for adequate road networks. In response to the poor condition of the nation's system of roads, the "Good Roads Movement" began at the turn-of-the-nineteenth-century. The movement advocated for

federal, state, and local aid for road building and maintenance activities. Citizen organizations like the Lincoln Highway Association and the Meridian Road Association were formed to lobby state, federal, and local governments to cooperatively plan and construct roads. Local commercial clubs, business associations, automobile clubs, and merchants often contributed labor and funds to improve roads in their locale.

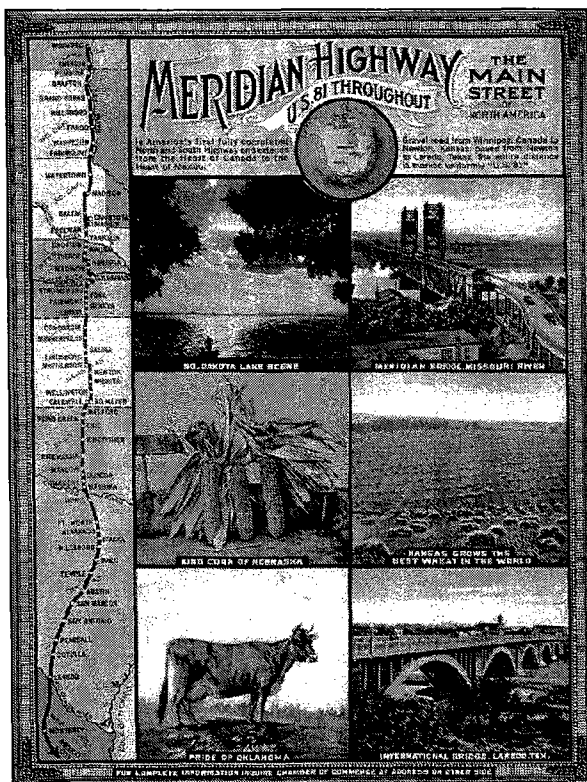
## Early Road Development in Nebraska

The need for a statewide network of roads was spurred by the increase in motor vehicle registration. In Nebraska, motor vehicle registration was 1,087 in 1906, but by 1910 it had risen to 11,339.<sup>1</sup> Nebraska boasted three major highways in 1914 – the Meridian, Lincoln, and Omaha-Lincoln-Denver Highways.

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Federal funding for road construction began with the passing of the Federal-Aid Road Act in 1916, which appropriated \$75 million over a five-year period to aid states with road construction.<sup>2</sup> Under this act the federal government financed up to 50 percent of the cost of construction, not to exceed \$10,000 per mile. Each state was required to establish a state highway department to administer the funds, supervise the construction, and to assume responsibility for maintaining highways and bridges.<sup>3</sup> In Nebraska, the State Legislature created the State Board of Irrigation, Highways, and Drainage to undertake road construction projects and the board devised a plan to connect all county seats with highways. In 1919 the State Board of Irrigation, Highways, and Drainage was abolished and replaced by the Department of Public Works.

Federal funding for the construction of highways continued with the Federal Highway Act of 1921. Under the Act, each state was eligible for assistance for the construction of seven percent of its highways, and road designs were required to adhere to the federal government's minimum standards for width, grade, and roadbed type. In Nebraska, the entire length of the Meridian Highway was designated under the seven percent "rule." States were required to submit their plans to the Federal Bureau of Public Roads for approval.<sup>4</sup> Between 1917 and



Meridian Highway promotional flyer, c. 1930 (NSHS)

1926, Nebraska spent more than \$27 million on road construction of which approximately \$12.5 million was furnished by the federal government.<sup>5</sup>

In the 1920s most Nebraska roads were dirt or gravel, and paved roads were found only in Omaha, Lincoln, and Grand Island.<sup>6</sup> Nebraska state highway engineers advocated the use of gravel for surfacing highways, rather than more permanent materials like concrete and bituminous asphalt. Nebraska's soil conditions, level of rainfall, and the hard stone material used for gravel (largely taken from the Platte River) made gravel an economical and acceptable choice for state highways.<sup>7</sup>

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### Beginnings of the Meridian Highway

During the early twentieth century, road development was largely initiated by private interests composed of local, state, or regional associations that cooperated in the promotion and improvement of cross-country routes. The Meridian Highway was promoted by the Meridian Road Association, one of the earliest associations of its kind.<sup>8</sup> The objective of the promoters was to establish organizations in Nebraska, Oklahoma, Texas, and North and South Dakota, and cooperate to locate and mark an improved road from Winnipeg, Canada, to the Gulf of Mexico. At the June meeting, the name "Meridian Road" was selected for the proposed route because it closely followed the Sixth Principal Meridian. Other meeting activities included the adoption of a sign, a map of a route through Kansas, and instructions for the association to promote the road south to the Gulf of Mexico and north to Canada.<sup>10</sup>

*"The Meridian Highway touches the great lumber and wheat belts of the north, swings straight into the land of corn and of cotton and carries its route into the tropics of the Mexican republic direct from the snow laden hills of northern and central Canada."<sup>9</sup>*

After the Meridian Road Association was formed in Kansas and a route was chosen, the group solicited other states for support. The originator of the road, John Nicholson of Kansas, spoke in Columbus in 1911 to gain support for the development of the Meridian Road through Nebraska. As reported in the Columbus Telegraph, Nicholson explained that the main goal in outlining a

route was not to follow the meridian line, but to follow "the main traveled roads leading to the county seat, and the principal towns located close to the line."<sup>11</sup> In September 1911, local and visiting businessmen from communities across the state met in Columbus and organized the Nebraska Meridian Road Association. Committeemen from each county were selected to promote interest in the road and to identify the most practical route through their county. The Meridian Highway's original route in Nebraska traveled more than 200 miles, connecting 18 towns from north to south including: Crofton, Wausa, Pierce, Hadar, Norfolk, Madison, Humphrey, Platte Center, Columbus, Shelby, Osceola, Stromsburg, York, Fairmont, Geneva, Bruning, Hebron, and Chester. The Nebraska Meridian Highway Association adopted a metal sign shaped like the state of Nebraska with "Meridian Road" in white lettering on a blue background as their official sign.<sup>12</sup>

Overall planning of the road continued quickly as the South Dakota and the North Dakota divisions of the Meridian Road planned a route in October and a Canadian division organized in November 1911.<sup>13</sup> In January of 1912 the International Meridian Road Association was formed, representing Canada, North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, and Texas. The constitution and bylaws of the Meridian Road Association specified that "the Meridian Highway shall be a well graded, well-drained Highway with permanent bridges, sub-



*Official Guide of the Meridian Highway, Pan American Route, 1931 (NSHS)*



stantial culverts and kept in a condition to facilitate travel, and it shall be the aim and object of the Association to secure the construction and maintenance of a hard-surfaced road as soon as conditions will warrant the same and is justified."<sup>14</sup> The International Meridian Road Association also adopted two official road signs: one sign consisted of white bands on poles 12 inches wide which indicated the route continued straight ahead; while the second sign consisted of a set of three poles with 6-inch white bands and 6-inch red bands which were posted before and after each turn with the letters M.R.<sup>15</sup> Each state division of the Meridian Highway Association was responsible for the location, maintenance, and signage. The international organization was involved in advertising, tours, and general improvements to the road, and settled disputes over route location at the borders.<sup>16</sup>

The International Meridian Highway Association was involved most directly with the overall promotion of the road to enhance its development across the entire route. On September 10, 1912, an "official party" comprised of the members of the International Meridian Highway Committee and others, including the editor of Road Maker and the Automobile Blue Book, started on a promotional tour along the Meridian Road traveling south to the Gulf of Mexico.<sup>17</sup> The purpose of the trip was to observe the progress of the road and to meet with local officials to encourage the maintenance and improvement of the road. The party traveled more than 100 miles a day and was met by large crowds in many cities. Each state provided the group with transportation while the towns along the route furnished the use of hotels and garages free-of-charge.<sup>18</sup> Due to the success of the tour, a second booster trip was made in 1914. Approximately 50 cars of businessmen traveled from Texas and Oklahoma north to Canada accompanied by a film crew.<sup>19</sup>

In 1922 the entire Meridian Highway route in Nebraska was designated as a state highway.<sup>20</sup> Improvements along the Meridian Highway continued in various stages over the years, but perhaps the construction of the Meridian Highway Bridge

### ***The Automobile Blue Book***

The Automobile Blue Book was established in 1901 and describes itself as the "Standard Road Guide of America" and as "a veritable motorist's encyclopedia." By 1920 there were 13 volumes covering the entire United States and Southern Canada providing travelers with travel directions, recommendations on sites to see, and places for automobile repairs and lodging. The 1920 Automobile Blue Book includes descriptions of the route of the Meridian Highway in Nebraska from Columbus, Nebraska to Belleville, Kansas and from Columbus, Nebraska to Yankton, South Dakota, as well as the reverse route for each of these stretches. The 1920 Automobile Blue Book provided the following directions for the Meridian Highway route through Norfolk beginning at 13<sup>th</sup> Street on the north end of town and traveling south:

*4- corners; turn right. Pass library on right [at mile number] 50.6. Norfolk, business center ahead, light plant on near right. Turn left across RR [railroad tracks] 51.5. Pass chemical works 51.6. Avoid right-hand road 51.7 and left-hand road 52.0, crossing RR just beyond. Pass canning factory on right 53.1. Pass sta. on right 56.6, avoiding right-hand road (leading into Hadar) 56.7.<sup>21</sup>*

at Yankton, South Dakota, in 1924 was the most significant. The new bridge replaced a seasonal ferry service and pontoon bridge over the Missouri River to South Dakota. In 1926 the Federal Bureau of Roads designated the Meridian Highway as U.S. Highway 81 as part of the country's primary highway system.<sup>22</sup> By 1928, only 19 miles of the Meridian Highway in Nebraska remained earth – 10 miles were located between Columbus and the Nebraska-Kansas state line, and nine miles were located north of Wausa and at the time were under contract to be graded with gravel.<sup>23</sup>

Towns along the Meridian Highway route promoted services available in their community such as lodging, camping facilities, and automobile repair services. In 1921 the following towns in Nebraska had tourist camping grounds - Wausa, Pierce, Norfolk, Madison, Columbus, Osceola, Stromsburg, York, Fairmont, Geneva, Hebron, and Bruning with Crofton and Chester planning to add camping grounds in the spring of 1922.<sup>24</sup> The tourist camp at York provided the following amenities to travelers:

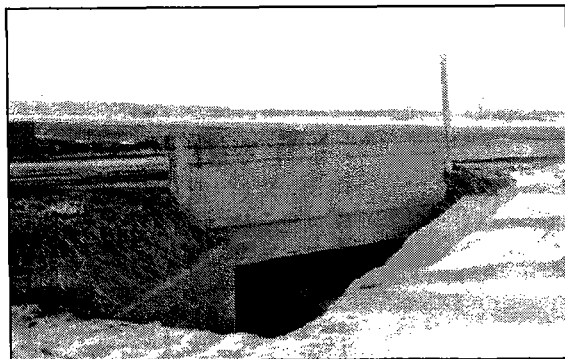
"[The auto tourist camp] is located at the Chautauqua Park, five blocks from the business section on paving. Has many free accommodations, with shelter in case of storm, is electric lighted, has wash rack for cars, tubs for family wash, shower bath with water heater, gas for cooking, open fire for those who prefer it, and a caretaker on the job all day and night to look after the tourist."<sup>25</sup>

### **Meridian Highway in Madison County**

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The Meridian Highway served as an important transportation corridor entering the county south of the city of Madison and exiting north of Norfolk at the Pierce County border. Dr. F. A. Long of the city of Madison was responsible for designating the Meridian Highway in Madison county, and Mr. A. Koyen of Norfolk was selected to delineate the route.<sup>26</sup> The efforts of Long and Koyen represent the role of private development and promotion of "good roads" and early "automobile trails" by individuals and associations during a period when state and federal aid assumed a greater role in highway development. After the route was established in 1911, the highway underwent a series of alignment changes until 1939 when the Meridian Highway was rerouted.

The 1911 highway had a dirt surface, and by 1925-26 the Meridian Highway in Madison County was entirely graveled.<sup>27</sup> In 1939, the Official Nebraska Highway Map shows the section between Madison and Norfolk had hard surfacing, while to the north of Norfolk and through Pierce County the road was gravel. Surveyed properties related to



Concrete bridge on Meridian Highway, north of Madison, MD00-148

the original 1911 alignment of the Meridian Highway in rural portions of Madison County include a concrete slab bridge (MD00-148) constructed c. 1920, located about one mile south of

the city of Madison. Also related to the historic highway is a series of wooden guardrail posts (MD00-149) along a curve of the roadbed located about three miles north of the city of Madison.

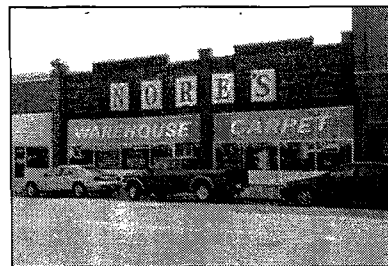
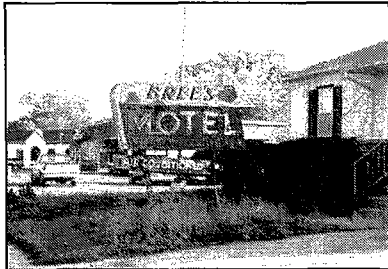
### **Norfolk**

By September 1912, the Commercial Club had put up signs and markers around the northern portion of the route, near Norfolk, and had hosted a leg in a promotional tour.<sup>28</sup> Activities in Norfolk surrounding the visit included a banquet for the tour members, and a postcard campaign initiated by the Commercial Club. Norfolk residents were encouraged to use special postcards showing the Meridian Road and other automobile roads throughout the state for a full month to advertise the highway.<sup>29</sup> In 1914, Norfolk hosted another promotional tour. As travelers on this tour headed north, they were greeted by a large crowd along Norfolk Avenue. Following a luncheon at the Pacific Hotel the travelers proceeded north along the route to Yankton, South Dakota.<sup>30</sup>

To accommodate the motorists' needs, businesses that specialized in automobile and tourist services developed in the communities along the route. Typical businesses were repair garages, auto dealerships, and overnight accommodations. The Meridian Road Monthly Magazine, a publication that promoted many of the hotels and garages along the route, listed the Pacific Hotel and the E.G. Daum Garage along the Norfolk route in 1914.<sup>31</sup> In 1931 the Meridian Highway Guide Book listed Breyer's one-stop service station where "Motorists' Every Need All Under One Roof" were met and the Meridian Tourists Cabin Camp located at 500 North 13th Street (Highway 81), which advertised, "Come and Stay All Night With Us - A Home Away From Home."<sup>32</sup>

Within Norfolk, the Meridian Highway had at least two alignments. The 1911 alignment is believed to have followed 13th Street north into the city, turned right on Norfolk Avenue, then turned left at 7th Street. From 7th Street, the route continued north on Queen City Boulevard, turned on Square Turn Boulevard and headed north out of town toward Hadar in Pierce County. The later

route of the highway traveled through town north on 13th Street. Surveyed properties in the city of Norfolk located on the older alignment include a group of auto dealerships and supply stores along Norfolk Avenue, such as the McFayden Motor



Bree's Motel Complex, Norfolk,  
MD06-408 – top

Hudson Oil and Gas Station, Norfolk,  
MD06-512 – middle

McFayden Motors/Herb King Garage  
Building, Norfolk, MD06-513 –  
bottom

Company (MD06-008) located at 707 Norfolk Avenue. The building located at 713 Norfolk Avenue (MD06-513) served as part of McFayden Motors and the Herb King Garage between 1919 and 1931, then the Koenigstein Tire and Battery Company from 1934 to 1937, and the Shaffer Motor Company in 1944. Another surveyed property, the Duda-Meyers/Sidles Store Building (MD06-511) is located at 702-704 Norfolk Avenue. The Hudson Oil and Gas Station (MD06-512) also served motorists along the Meridian Highway at the corner of Norfolk Avenue and 8th Street. The newer, current alignment of U.S. Highway 81, after 1939, followed 13th Street through town as the

highway continues today. Surveyed properties along this route include the Bree's Motel Complex (MD06-408) at 711 South 13th Street and the Skyline Motel (MD06-480) at 509 North 13th Street.

## Madison

Dr. Francis A. Long, a resident of the city of Madison, was instrumental in establishing the Meridian Highway through the county. Dr. Long traveled extensively within Madison County to visit patients in his medical practice and became an early proponent of good road conditions and highway improvements within the county. Long became the local representative for the Meridian Highway in Madison County responsible for designating the route. In 1923, Long was elected as Vice-President of the Meridian Highway Association and served until 1931. Located along the post-1940 route on the 400 block of Main Street is the Dr. F.A. Long House (MD03-125) constructed in c. 1910. In c. 1940, Long constructed a second house (MD03-126) at 407 Main Street next to his earlier residence.

Before 1940, the Meridian Highway followed Industrial Parkway into town, turned right on Third Street, crossed Main Street, and turned left on Nebraska Street crossing over Union Creek and leaving Madison. The Meridian Highway route was located one block east of Main Street to allow for the crossing of Union Creek. (The bridge at Nebraska Street has been replaced with the current bridge carrying Main Street over Union Creek). The route through Madison traveled on brick streets (MD03-124), with a few small sections still visible today. This pre-1940 route resulted in several automotive related businesses located along Nebraska Street and adjacent streets. In 1914, the Meridian Road Monthly Magazine, which promoted hotels and garages along the highway listed the Prince Hotel and the Schmitt Garage available for travelers. By 1931 the Meridian Highway Guide Book advertised the Langdon Super Service Station; the Madison Motor Company with "Complete Motor Service"; and the Horst Motel with "Meals and Good Service."

*"The Meridian Highway in Nebraska is wonderful this fall. I drove from Madison to Osceola 60 miles in two hours five minutes Sunday before last. When you recall that this trip involves the Platte River and Loup River bottoms, you may know that at least a part of the road is good. We have a daily stage line now from York to Norfolk, via the Meridian Highway. People coming from the Dakotas say the Meridian Highway from Yankton down here is the finest road they have traveled."*<sup>38</sup>

Surveyed properties in the city of Madison along the early Nebraska Street route include a c. 1920 brick garage (MD03-037) located on the northeast corner of Jackson Street and Third Street and a c. 1915 concrete block garage (MD03-127) on the north side of the 300 block of Third Street. Located at the corner of Third and Nebraska Streets, a c. 1920 two-story brick garage building (MD03-123) is believed to be the Five Star Auto Dealership, because the building has a decorative star on the front second-story facade.

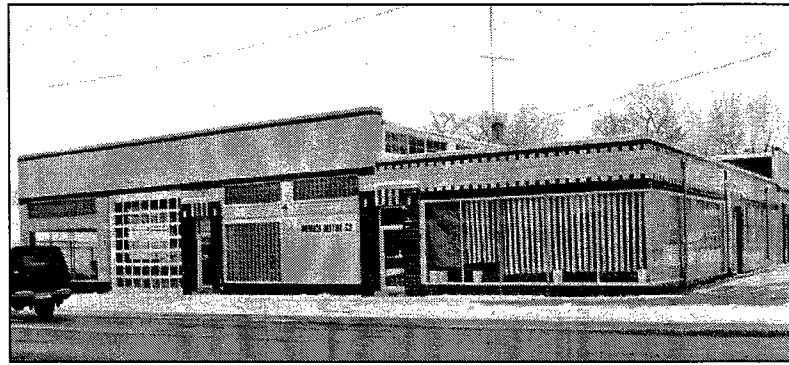
The first floor was used as a garage, while an elevator lifted cars to the second-story showroom. The LaFleur-Overland Garage Building (MD03-012) c. 1915, is located at 111 East Second Street. Across the street, at the southeast corner of East Second and Nebraska Streets is a c. 1920 gas station (MD03-072) with a hipped roof overhang.

During the 1940s, due to the construction of a bridge at the end of Main Street over the Union Creek the alignment of the Meridian Highway changed to follow Main Street. Historic road-related buildings along the post-1940 Main Street route include the Voecks Motor Building (MD03-086) built in 1947.

During the late 1930s and early 1940s, the route through Madison and other counties was realigned bypassing several towns. Road committees from Madison, Humphrey and Platte Center raised their concerns about the proposed route of the Meridian Highway south of Madison and agreed to a compromise route of Highway 81. The highway would continue through Madison, but would be located one mile to the east of Humphrey and Platte Center (the original route discussed by



*LaFleur-Overland Garage Building, Madison, MD03-012*



*Voecks Motor Building, Madison, MD03-08*

route through the town of Madison began in May 1940. To the north of the city of Madison, the original route was followed, although some of the sharp corners were eliminated resulting in curved corner turns with, in one case, wood guardrails.

### Conclusion

The Meridian Highway served as an important transportation corridor in the central United States and Nebraska. Established and the promoted by individuals and associations, the highway represents the role of private development and promotion of "good roads" and early "automobile trails" during a period when state and federal aid assumed a greater role in highway development. The highway became increasingly important as the number of automobiles in Nebraska, and the nation, grew during the early 1900s. In order to accommodate motorists' needs, businesses that specialized in automobile and tourist services located along the route and promoted services such as hotel lodging, camping facilities, and automobile repairs. Typical businesses were repair garages, auto dealerships, and overnight accommodations. The survey of the Meridian Highway in Madison County recorded 16 historic resources.

state highway officials planned to be 1.5 miles east of Madison and three miles east of Humphrey and Platte Center).<sup>33</sup> Construction of a new

## End notes

<sup>1</sup>George E Koster, A Story of Highway Development in Nebraska (Lincoln, Nebr.: Department of Roads, 1986), 14.

<sup>2</sup>The Complete Official Road Guide of the Lincoln Highway, 5th ed. (Tucson, Ariz.: The Patrice Press, 1993; Republished in facsimile from the 1924 edition.), 170.

<sup>3</sup>Koster, 19-20.

<sup>4</sup>The Complete Official Road Guide of the Lincoln Highway, 171-72.

<sup>5</sup>Nebraska Good Roads Association, Nebraska Highways, Volume 1, No. 3 (Lincoln, Nebr.: Nebraska Publishing Company, 1927

<sup>6</sup>Koster, 23.

<sup>7</sup>Nebraska Goods Roads Association.

<sup>8</sup>The Meridian Road Association was organized in Kansas in June 1911.

<sup>9</sup>Description of the Meridian Highway, Columbus Daily Telegram, 7 May 1924.

<sup>10</sup>"Meridian Highway History," Texas Oil News, c. 1917-1919, collection of Nebraska State Historic Preservation Office.

<sup>11</sup>Columbus Telegraph, 8 September 1911.

<sup>12</sup>Columbus Telegraph, 8 September 1911.

<sup>13</sup>"Meridian Highway History."

<sup>14</sup>Meridian Road constitution and by-laws in the collection of the F.A. Long Papers, Nebraska State Historical Society.

<sup>15</sup>"Meridian Highway History."

<sup>16</sup>"Meridian Highway History."

<sup>17</sup>"Meridian Highway History."

<sup>18</sup>Samuel H. Lea, "Inspection Trip Over the Meridian Road," The Road Maker (Volume II, No. 3:1-4), 2.

<sup>19</sup>Hebron Journal, 10 July 1914.

<sup>20</sup>Dr. F.A. Long, Madison, to John C. Nicholson, Newton, Kansas, 4 February 1922. Personal correspondence in the collection of the F.A. Long Papers, Nebraska State Historical Society.

<sup>21</sup>Automobile Blue Book 1920, Volume 10 (New York: The Automobile Blue Book Publishing Co., 1920), available at the Nebraska State Historical Society.

<sup>22</sup>Francis A. Long, A Prairie Doctor of the Eighties (Norfolk, Nebr.: Huse Publishing Company, 1937), 154-55.

<sup>23</sup>Norfolk Daily News, 11 June 1928.

<sup>24</sup>Dr. F.A. Long, Madison, to G.A. MacNaughton, San Marco, Texas, 20 December 1921. Personal correspondence in the collection of the F.A. Long Papers, Nebraska State Historical Society.

<sup>25</sup>A.W. Ballenger, York to Dr. F.A. Long, Madison, 16 December 1921. Personal correspondence in the collection of the F.A. Long Papers, Nebraska State Historical Society.

<sup>26</sup>Columbus Telegraph, 8 September 1911; Pierce County Call, 22 February 1912; articles in the collection of the Nebraska State Historic Preservation Office.

<sup>27</sup>Nebraska Department of Public Works, Sixteenth Biennial Report of the Department of Public Works, 1925-26 (Lincoln, Nebr.: Department of Public Works), 109, 111.

<sup>28</sup>Norfolk Daily News, 24 August 1912.

<sup>29</sup>Norfolk Daily News, 19 August 1912.

<sup>30</sup>Norfolk Daily News, 25 July 1914.

<sup>31</sup>Collection of the Nebraska State Historic Preservation Office.

<sup>32</sup>Official Guide of the Meridian Highway, Pan American Route, 1931, collection of the Nebraska State Historical Preservation Office.

<sup>33</sup>Humphrey Democrat, 30 November 1939.



# **Results and Future Needs**





### **Future Survey and Research Needs**

The NeHBS of Pierce County identified historic topics and resource types that would benefit from further study. We recommend the following future research and survey practices to help interpret Pierce County's unique history for local residents, the NSHS, and interested historians.

### **Proactive Role of Preservation in Madison County**

Madison County has a significant amount of historic preservation potential. Each of the county's communities has some degree of preservation potential whether in commercial or residential areas. Through the use of preservation tools, the county could significantly benefit from increased tourism and commercial benefits. The ultimate goal would be to have preservation as a shared community value, similar to public safety and quality education.

The resurvey results of Norfolk (see *Chapter 4: Norfolk Resurvey Results*) serve as a poignant reminder of the changes that have taken place in the city of Norfolk in the last 20 years. These statistics should be used as an educational tool to demonstrate the number of valuable historic resources that have been lost and to promote the benefits of preservation.

The county, with the support organizations like the Madison County Historical Society and the Elkhorn Valley Museum and Research Center, could choose from a variety of preservation activities, including increasing public education on preservation issues, establishing preservation ordinances to offer protection to locally designated sites, listing properties on the National Register of Historic Places (NRHP), or participating in the national Main Street Program.

In 2000, a diverse group of preservation advocates met several times in order to form a northeast Nebraska preservation advocacy group. "Preserve Northeast Nebraska" is a group of individuals and organizations that understands the role historic preservation can play in communities interested in economic development, tourism, and community revitalization. Preserve Northeast Nebraska should strive to

continue organizational activities in order to promote historic preservation in Madison County and throughout northeast Nebraska.



*Terminal Building, c. 1950, Karl Stefan Memorial Airport near Norfolk, MD00-023*

### **National Register Properties**

One purpose of the NeHBS survey of Pierce County is to identify properties potentially eligible for the NRHP. NRHP-listing is an honorific status bestowed on properties that possess historic or architectural significance at the local, state, or national level. Five properties in Madison County have already been recognized and listed on the NRHP:

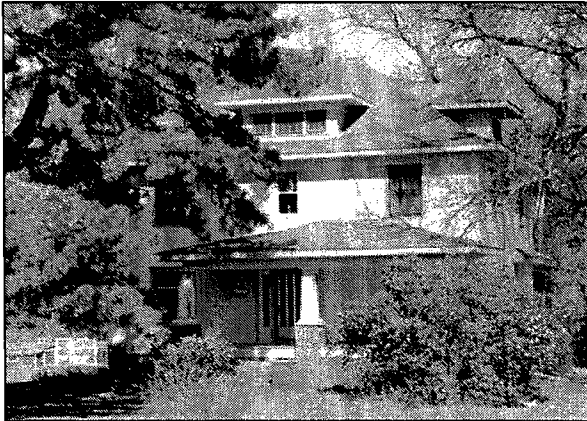
- Hotel Norfolk, Norfolk (MD06-143)
- Norfolk Carnegie Library, Norfolk (MD06-010)
- St. Leonard's Catholic Church, Madison (MD03-023)
- John Wesley Warrick and Grace Shafer House, Meadow Grove (MD04-001)
- United States Post Office and Court House, Norfolk (MD06-002)
- One property – Karl Stefan Memorial Airport Terminal Building (MD00-023) is being nominated to the National Register.

We identified 67 properties, including one historic district, to be potentially eligible for the NRHP. The properties retain good integrity and possess characteristics that may allow them to be listed in the NRHP. However, we recommend further research before a final decision on eligibility is made.

Potentially eligible properties in Madison County are listed below under their primary historic context and illustrated within the report, as indicated. (For definitions, see *Significant Historic Contexts in Chapter 3*). Rural property locations are identified by nearest community.

## Agriculture

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*Farmstead near Battle Creek, MD00-061*



*Farmstead near Newman Grove, MD00-079*



*Farmstead near Battle Creek, MD00-111*



*Farmstead near Norfolk, MD00-092*



*Farmstead near Meadow Grove, MD00-066*



*Norfolk Livestock Sales Company in Norfolk, MD06-091*

## Association



*Masonic Temple in Norfolk, MD06-011*

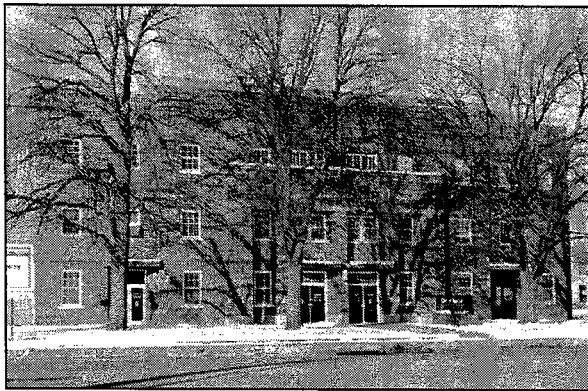
## Government



*Carnegie Public Library in Madison, MD03-040*

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## Diversion



*Norfolk Municipal Auditorium, MD06-233*



*5th Street Tavern in Norfolk, MD06-252*



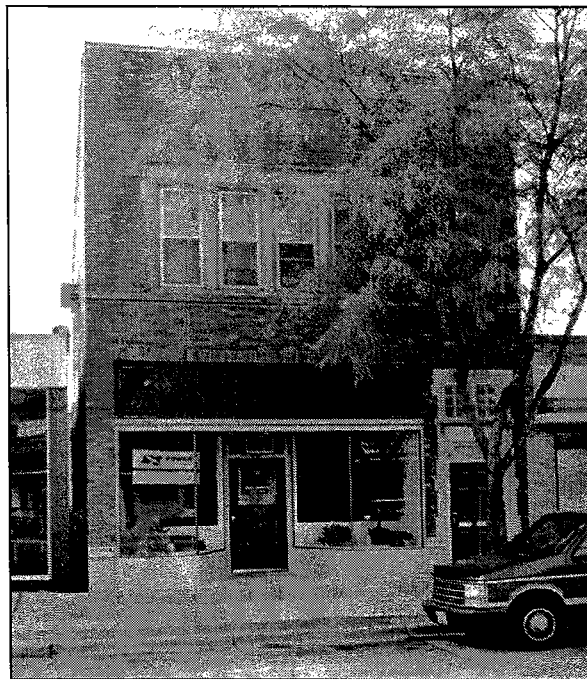
*Verges Cave in Norfolk, MD06-478*

**Commerce**

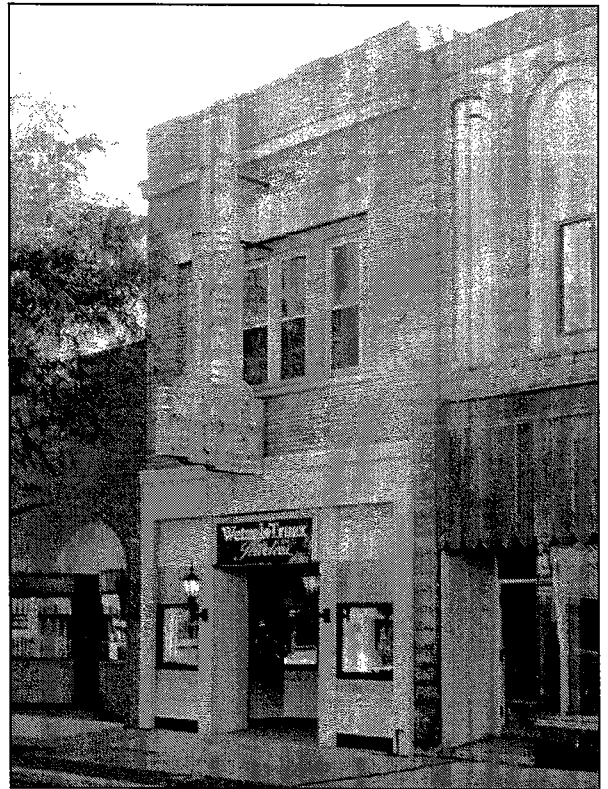
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*Commercial Building in Battle Creek, MD01-017*



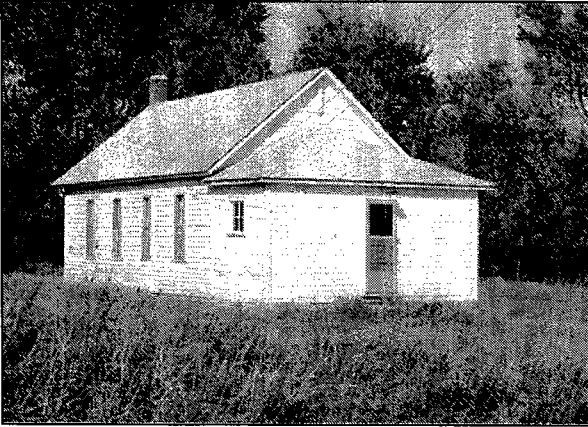
*E.A. Seifert Building in Norfolk, MD06-470*



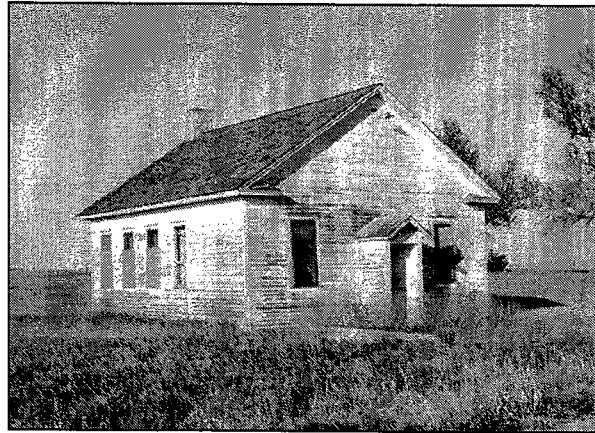
*Wetzel and Truex Jewelers Neon Sign in Norfolk, MD06-426*



## Education



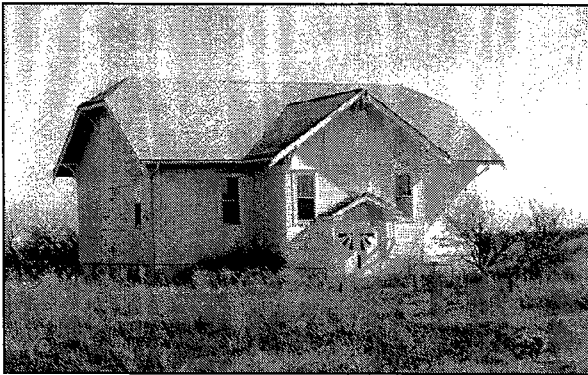
*Simonson School No. 68 near Newman Grove, MD00-037*



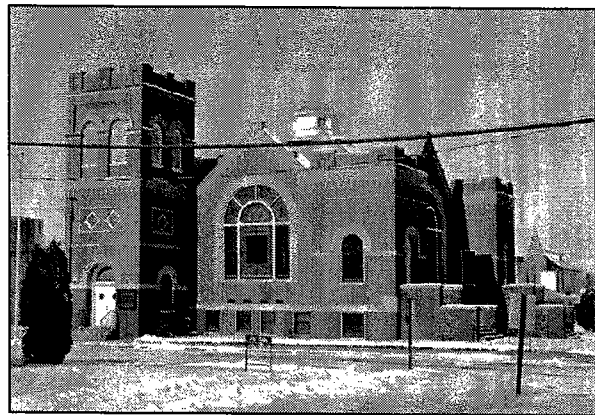
*Schoolhouse near Tilden, MD00-068*

page 49

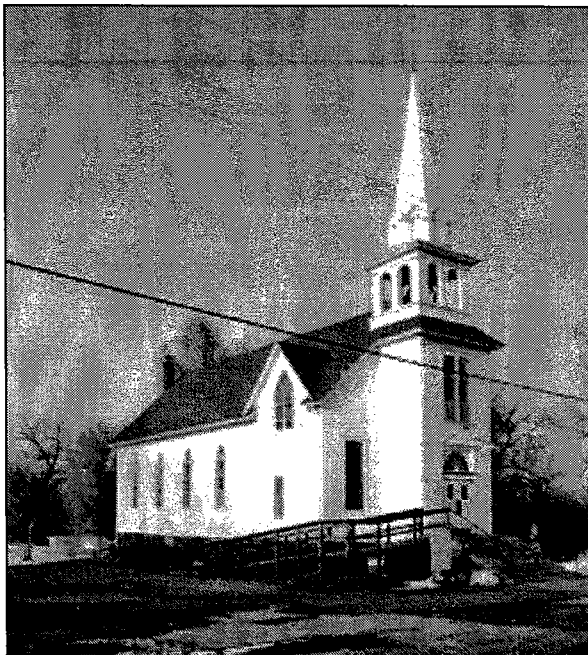
## Religion



*Schoolhouse near Newman Grove, MD00-118*



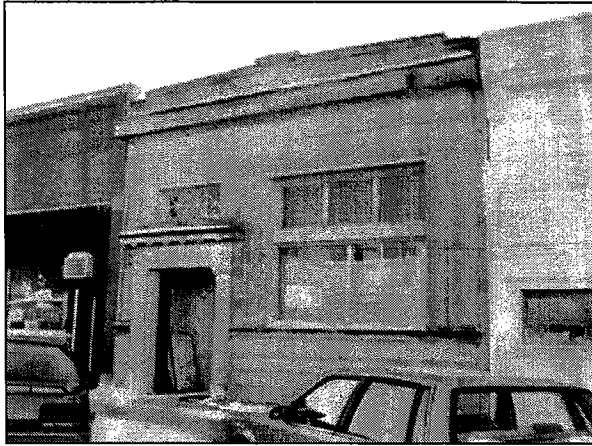
*First United Presbyterian Church in Madison, MD03-021*



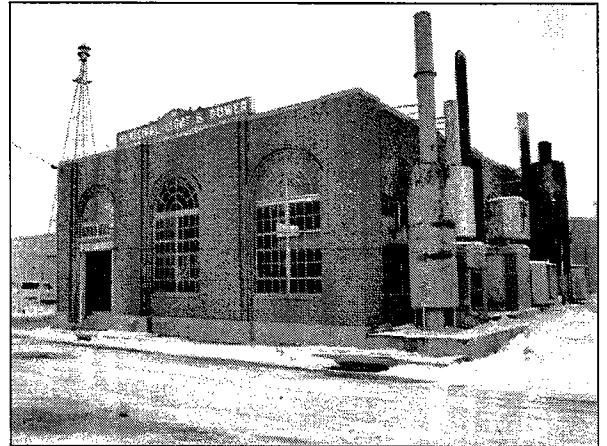
*Hagues Church & Parsonage in Newman Grove, MD05-049*



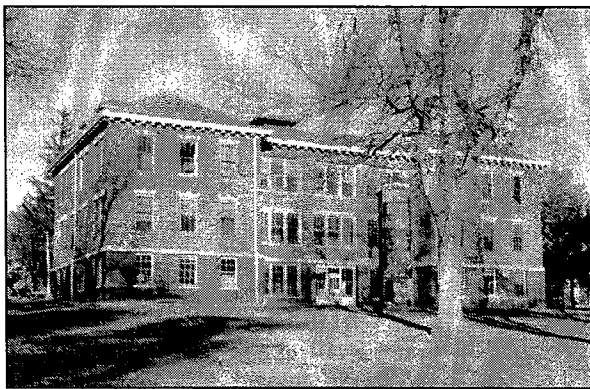
*St. John's Lutheran Church near Madison, MD00-029*



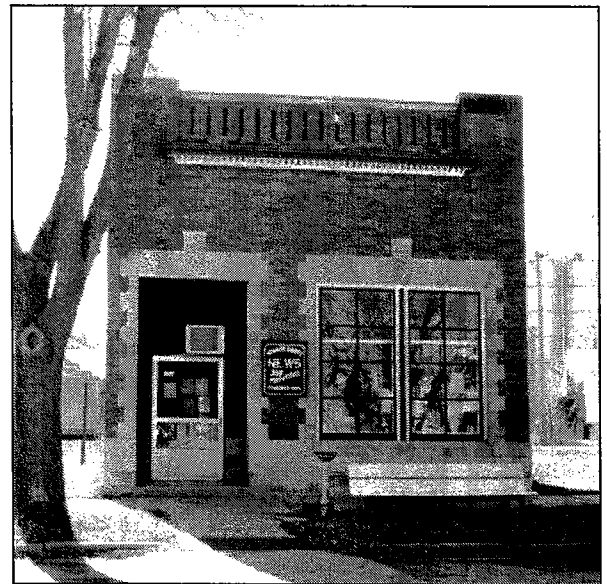
**page 50** Newman Grove State Bank in Newman Grove, MD05-012



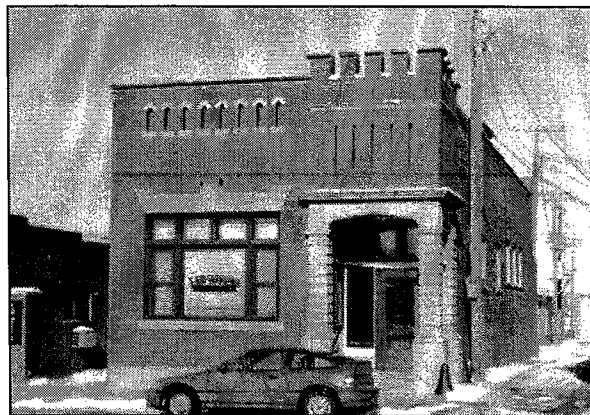
Municipal Light & Water Building in Madison, MD03-003



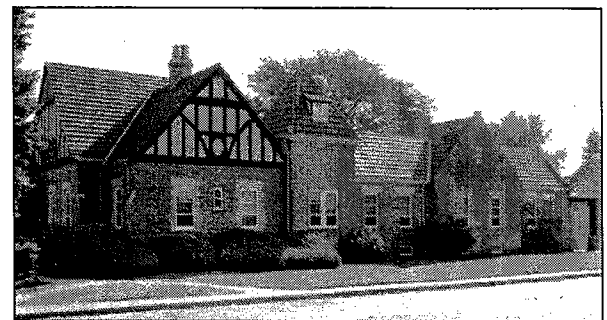
State Hospital Complex near Norfolk, MD00-099



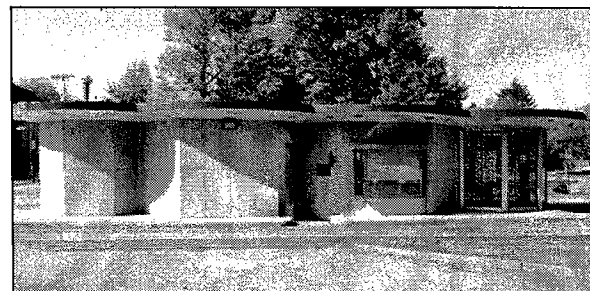
Bank Building in Meadow Grove, MD04-008



Former Senator Allen's Law Office Building in Madison, MD03-043



Campbell Clinic in Norfolk, MD06-013



DeLay First National Bank teller building in Norfolk, MD06-417 (This property has not reached the 50 year age mark, but will likely be eligible in the future.)

## **Settlement/Architecture**

### **Urban**

#### **Battle Creek**



*House, 300 block, west side, Fourth Street, MD01-034*



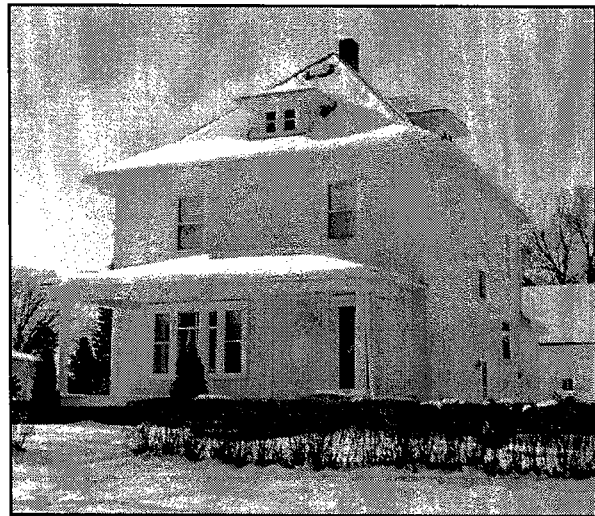
*House, 300 Second Street, MD01-024*

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#### **Madison**



*House, 104 North Madison Avenue, MD03-008*



*House, 707 Nebraska Street, MD03-110*

#### **Meadow Grove**



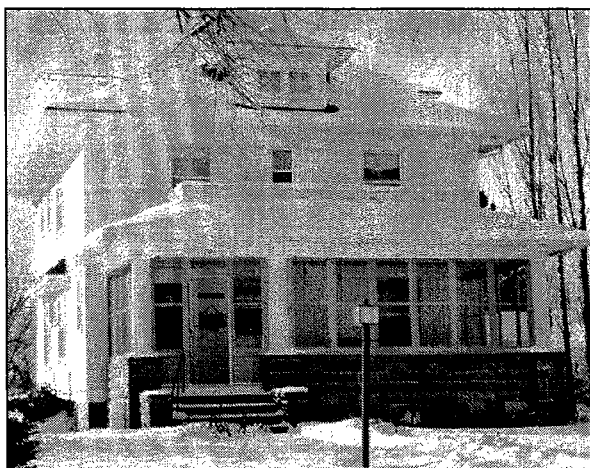
*House, 113 Main Street, MD04-012*



*House, 116 Pleasant Street, MD04-028*



## Newman Grove



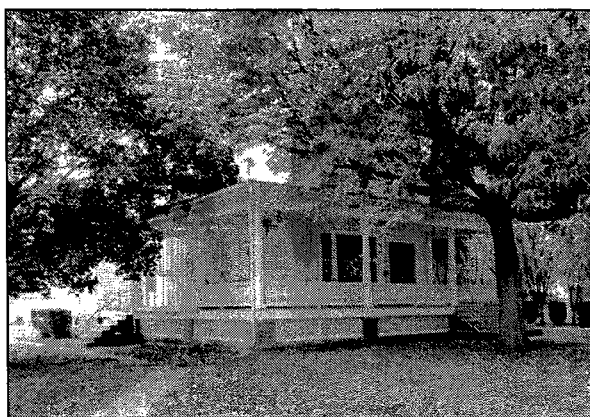
House, 201 Hale Street, MD05-068



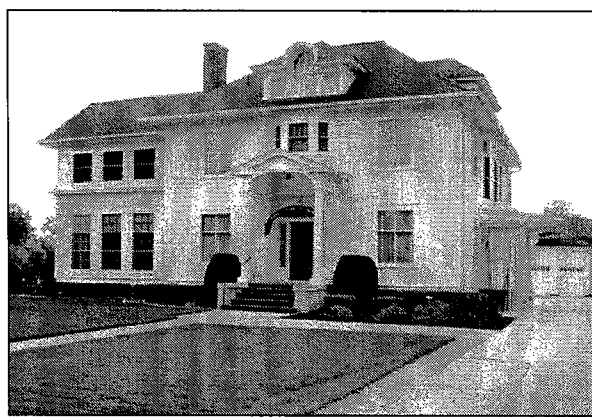
House, 307 North 4th Street, MD05-095

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## Norfolk



W.H. Butterfield House, 1205 Norfolk Avenue, MD06-016



House (now Home for Funerals), 1203 Norfolk Avenue, MD06-015



House, 201 North 9th Street, MD06-184



Herman Gerecke House, 1202 Norfolk Avenue, MD06-140





*House, 112 South 12th Street, MD06-032*



*C.S. Hayes House, 111 North 10th Street, MD06-185*



*C.E. Burnham House, 1201 Norfolk Avenue, MD06-014*



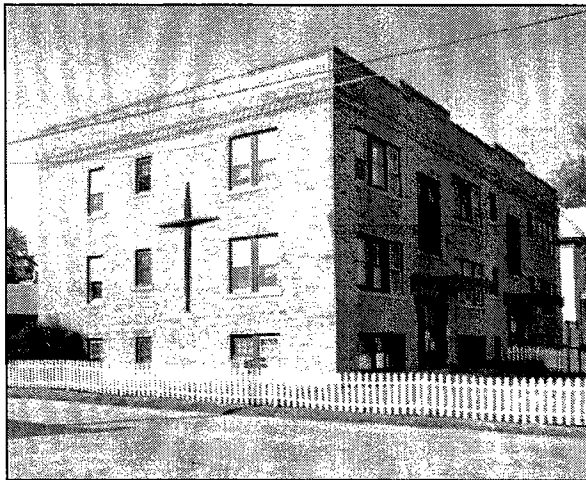
*House, 110 South 12th Street, MD06-033*



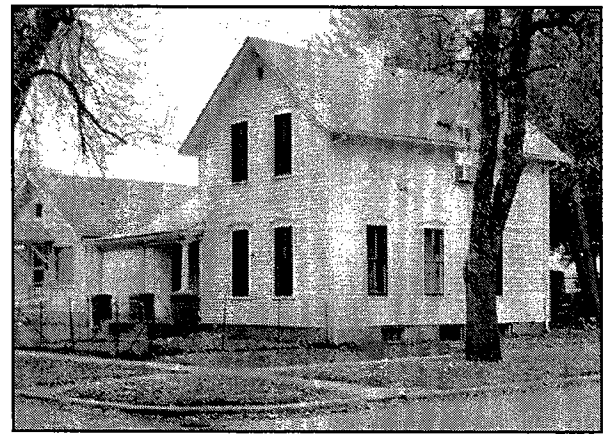
*House, 1114 South 3rd Street, MD06-367*



*Commodore Apartment Building, southwest corner of Norfolk Avenue and 11th Street, MD06-423*



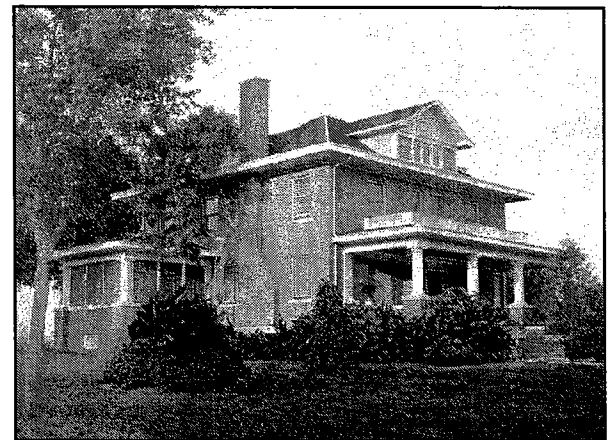
*Apartment Building, 107 North 9th Street, MD06-181*



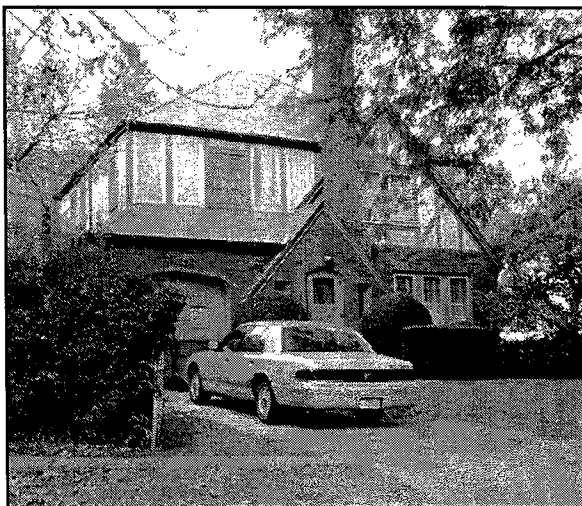
*House, 300 South 10th Street, MD06-461*



*House, 1103 Madison Avenue, MD06-444*



*C.J. Verges House, 906 Prospect Avenue, MD06-221*



*House, 1210 Nebraska Avenue, MD06-488*



*House, 1104 Koenigstein Avenue, MD06-190*

***Tilden***



***Koenigstein/Nebraska Avenue Residential Historic District.*** An area roughly including the 1200 blocks of Koenigstein and Nebraska Avenues and portions of 12th Street and Norfolk Avenue. The proposed historic district includes approximately 49 contributing properties and 12 noncontributing properties, MD06-487



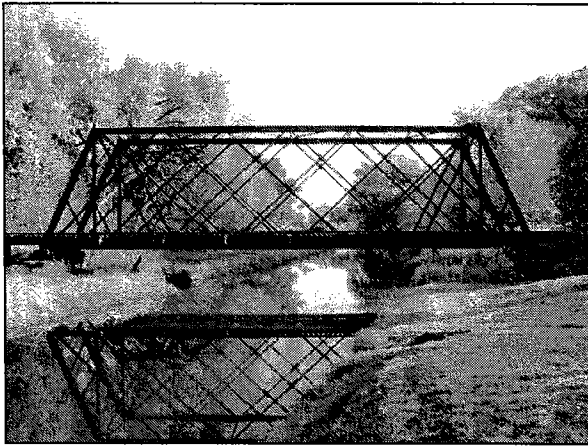
*House, 606 Madison Street, MD07-029*

## Transportation

### Truss Bridges in Madison County

- Elkhorn River Bridge (MD00-035) near Madison
- Union Creek Bridge (MD00-043) near Madison
- Overhead Union Creek Bridge (MD00-044) near Madison
- Texley Bridge or Shell Creek Bridge (MD00-045) near Newman Grove
- Chicago & Northwestern Railroad Bridge over the Elkhorn River (MD00-050) near Norfolk
- Overhead Truss Bridge (MD00-104) near Tilden
- Truss Bridge (MD00-117) near Newman Grove
- Pony Truss Bridge (MD00-136) near Norfolk

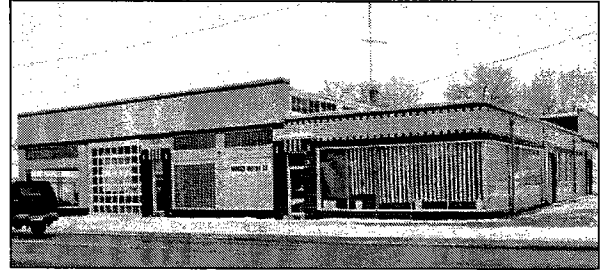
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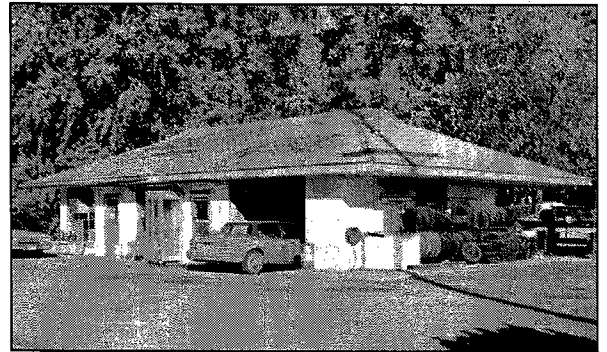
Overhead Truss Bridge over Elkhorn River in Norfolk,  
MD06-230



Pony Truss Bridge, MD00-143 near Battle Creek



Voecks Motors at northeast corner of Main and Fifth Streets  
in Madison, MD03-086



Gas Station near Norfolk, MD00-090

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Battle Creek, Nebraska 1867-1967.* Battle Creek,  
Nebr.: Battle Creek Improvement Club, 1967.  
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Library.

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Various articles in the Meridian Highway site file  
of the Nebraska State Historic Preservation Office from  
these sources:

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*Columbus Daily Telegram*  
*Columbus Telegraph*  
*Hebron Journal*  
*Humphrey Democrat*  
*Madison Star-Mail*  
*Norfolk Daily News*



# **Glossary of Architectural Terms**



## Glossary of Architectural Terms

### **American Foursquare Style (circa 1900-1930).**

Popularized by mail-order catalogues and speculative builders in the early twentieth century, this style is typified by its box-like massing, two-stories, hipped roof, wide overhanging eaves, central dormers, and one-story porch spanning the front facade.

**Art Moderne Style (circa 1930-1950).** An architectural style featuring industrial technology and streamlined simplicity. Features include smooth, rounded corners, horizontal massing, details in concrete, glass block, aluminum, and stainless steel.

**Association.** Link of a historic property with a historic event, activity, or person. Also, the quality of integrity through which a historic property is linked to a particular past time and place.

**Balloon frame.** A type of support for wood-frame buildings that utilizes vertical studs that extend the full height of the wall and floor joists fastened to the studs with nails. Balloon-frame buildings in Nebraska became popular with the expansion of the railroad when milled lumber could be shipped to the plains for relatively low cost.

**Bay window.** A decorative window that projects out from the flat surface of an exterior wall, often polygonal in design. Bay windows are often seen on Queen Anne style buildings.

**Boom-Town (circa 1850-1880).** See false-front.

**Brackets.** Support members used under overhanging eaves of a roof, usually decorative in nature.

**Building.** A building is erected to house activities performed by people.

**Bungalow/Craftsman Style (circa 1890-1940).** An architectural style characterized by overhanging eaves, modest size, open porches with large piers and low-pitched roofs.

**Circa or Ca.** At, in, or of approximately, used especially with dates.

**Clapboard.** Relatively long, thin boards that have a thick lower edge and a feathered, or tapered upper edge. The shape of the boards permits them to be overlapped horizontally. Clapboard is most commonly used as cladding material on vernacular form houses and their secondary buildings.

**Column.** A circular or square vertical support member.

### **Commercial Vernacular Style (circa 1860-1930).**

A form of building used to describe simply designed commercial buildings of the late nineteenth and early twentieth centuries, which usually display large retail windows and recessed entrances on the first floor.

#### **Contributing (NRHP definition).**

A building, site, structure, or object that adds to the historic associations, historic architectural qualities for which a property is significant. The resource was present during the period of significance, relates to the documented significance of the property, and possesses historic integrity, or is capable of yielding important information about the period.

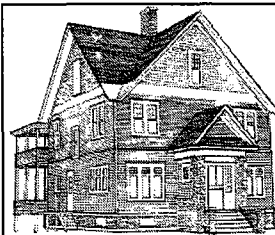
**Contributing (NeHBS definition).** A building, site, structure, object, or collection of buildings such as a farmstead that meets the NeHBS criteria of integrity, historic association, historic architectural qualities, and was present during the period of significance. A property that contributes to the NeHBS is generally evaluated with less strictness than for an individual listing on the NRHP, yet more strictness than a building which may "contribute" to a proposed NRHP district.



**Commercial Vernacular Style** (Source: Barbara Wyatt, ed. *Cultural Resource Management in Wisconsin: Vol. 2 Architecture*. 1986).

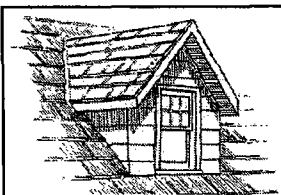
**Cross-Gable (circa 1860-1910).** A vernacular building form typically two stories and square in plan with two identical roofs whose ridges intersect to produce a cruciform.

**Design.** Quality of integrity applying to the elements that create the physical form, plan, space, structure, and style of a property.



**Cross-Gable building**  
(Source: Barbara Wyatt, ed. *Cultural Resource Management in Wisconsin: Vol. 2 Architecture*, 1986).

**Dormer.** A vertical window projecting from the roof. Variations of dormer types can be based on the dormer's roof form, for example shed dormer, gable dormers, and hipped dormers.



**Dormer** (Source: D.J. Stith, R.P. Meyer, and J. M. Dean, *Design in Wisconsin Housing: A Guide to Styles* 1977).

**Dutch Colonial Revival Style (circa 1900-1940).** A residential architectural style based on the more formal Georgian Revival style. This style is identified by its gambrel roof and symmetrical facade.

**Eclectic Style (circa 1890-1910).** An eclectic building displays a combination of architectural elements from various styles. It commonly resulted when a house designed in

one architectural style was remodeled into another.

**Elevation.** Any single side of a building or structure.

**Eligible.** Properties that meet the National Park Service Criteria for nomination and listing on the NRHP.

**Evaluation.** Process by which the significance and integrity of a historic property are judged and eligibility for National Register of Historic Places (NRHP) listing is determined.

**Extant.** Still standing or existing (as in a building, structure, site, and/or object).

**False-front (circa 1850-1880).** A vernacular building form, which is typically a one-and-one-half story front gable frame building with a square facade that extends vertically in front of the front-facing gable. This gives an entering visitor the sense of approaching a larger building. This form is often used in the construction of a first-generation commercial building, thus is also known as "boom-town."

**Feeling.** Quality of integrity through which a historic property evokes the aesthetic or historic sense of past time and place.

**Front Gable (circa 1860-1910).** The vernacular form of a building, generally a house, in which the triangular end of the roof faces the street.

**Gable.** The vertical triangular end of a building from cornice or eaves to ridge.

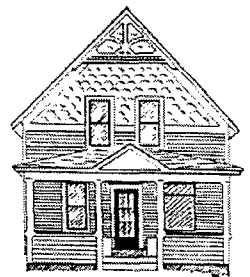
**Gabled Ell (circa 1860-1910).** The vernacular form of a building, generally a house, in which two gabled wings are perpendicular to one another in order to form an "L"-shaped plan.

**Gable end.** The triangular end of an exterior wall.

**Gable roof.** A roof type formed by the meeting of two sloping roof surfaces.

**Gambrel roof.** A roof type with two slopes on each side.

**High Victorian Gothic (circa 1865-1900).** This architectural style drew upon varied European medieval sources and employed pointed arches and polychromatic details. The heavier detailing and more complex massing made this style popular for public and institutional buildings.



**Front Gable** (Source: D.J. Stith, R.P. Meyer, and J. M. Dean, *Design in Wisconsin Housing: A Guide to Styles* 1977).

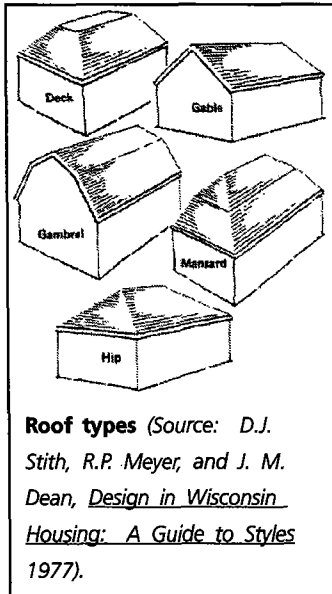


**Gable-Ell building**  
(Source: Barbara Wyatt, ed. *Cultural Resource Management in Wisconsin: Vol. 2 Architecture*, 1986).

**Hipped roof.** A roof type formed by the meeting of four sloping roof surfaces.

**Historic context.** The concept used to group related historic properties based upon a theme, a chronological period, and/or a geographic area.

**Integrity.** Authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period. (See Chapter 3: Research Design.)



**Roof types** (Source: D.J. Stith, R.P. Meyer, and J. M. Dean, *Design in Wisconsin Housing: A Guide to Styles* 1977).

**Italianate Style (circa 1870-1890).** A popular style for houses, these square, rectangular, or L-shaped, two-story buildings have low-pitched, hip roofs, with wide eaves usually supported by heavy brackets, tall narrow windows, and front porches. In some cases, the roof may be topped with a cupola.

**Keystone.** A wedge-shaped piece at the crown of an arch that locks the other pieces in place. It is seen most often over arched doors and window openings and is sometimes of a different material than the opening itself.

**Late Gothic Revival Style (circa 1880-1920).** A later version of the Gothic style, these buildings are generally larger and use heavy masonry construction. In churches, masonry is sometimes used throughout the structure. The pointed-arch window openings remain a key feature; however, designs are more subdued than those of the earlier period.

**Location.** Quality of integrity retained by a historic property existing in the same place as it did during the period of significance.

**Materials.** Quality of integrity applying to the physical elements that were combined or deposited in a particular pattern or configuration to form a historic property.

**Mediterranean Revival (circa 1900-1940).** These buildings are characterized by flat wall surfaces, often plastered, broken by a series of arches with terra cotta, plaster, or tile ornamentation. Details such as red tile roofs and heavy brackets are also commonly seen.

**Multiple Property Nomination.** The National Register of Historic Places Multiple Property documentation form nominates groups of related significant properties. The themes, trends, and patterns of history shared by the properties are organized into historic contexts. Property types that represent those historic contexts are defined within the nomination.

**National Register of Historic Places (NRHP).** The official federal list of districts, buildings, sites, structures, and objects significant in American history, architecture, archaeology, engineering, and culture that are important in the prehistory or history of their community, state, or nation. The program is administered through the National Park Service by way of State Historic Preservation Offices (See Chapter 1).

**National Register of Historic Places Criteria.** Established criteria for evaluating the eligibility of properties for inclusion in the NRHP (See Chapter 3: Research Design).

**Neo-Classical Style (circa 1900-1920).** An architectural style characterized by a symmetrical facade and usually includes a pediment portico with classical columns.

**Noncontributing (NRHP definition).** A building, site, structure, or object that does not add to the historic architectural qualities or historic associations for which a property is significant. The resource was not present during the period of significance; does not relate to the documented significance of the property; or due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity nor is capable of yielding important information about the period.

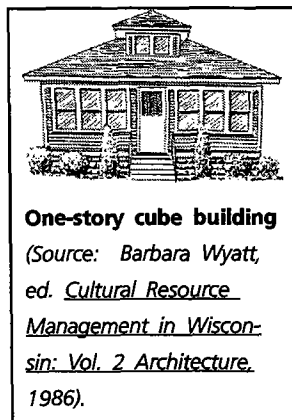
**Noncontributing (NeHBS definition).** A building, site, structure, object, or collection of buildings such as a farmstead that does not meet the NeHBS criteria of integrity, historic association, historic architectural qualities, or was not present during the period of significance. Noncontributing properties are not generally entered into, nor kept in, the NeHBS inventory; however, exceptions do exist.

**Object.** An artistic, simple, and/or small-scale construction not identified as a building or structure; i.e. historic signs, markers, and monuments.

**One-story Cube (circa 1870-1930).** The vernacular form of a house, which is one-story and box-like in massing. Features generally include a low-hipped roof, a full front porch recessed under the roof, little ornamentation, and simple cladding, such as clapboard, brick, or stucco. Also known as a Prairie Cube.

**Period of Significance.** Span of time in which a property attained the significance for which it meets the NRHP criteria.

**Pony truss bridge (circa 1880-1920).** A low iron or steel truss, approximately 5 to 7 feet in height, located alongside and above the roadway surface. Pony truss bridges often range in span lengths of 20 to 100 feet.



**Portico.** A covered walk or porch supported by columns or pillars.

**Potentially eligible.** Properties that may be eligible for listing on the NRHP pending further research and investigation.

**Property.** A building, site, structure, and/or object situated within a delineated boundary.

**Property type.** A classification for a building, structure, site, or object based on its historic use or function.

**Queen Anne Style (circa 1880-1900).** A style that enjoyed widespread popularity, particularly in the eastern portion of Nebraska. These houses are typically two stories tall, have asymmetrical facades, and steeply pitched rooflines of irregular shape. Characteristics include a variety of surface textures on walls, prominent towers, tall chimneys, and porches with gingerbread trim.

**Setting.** Quality of integrity applying to the physical environment of a historic property.

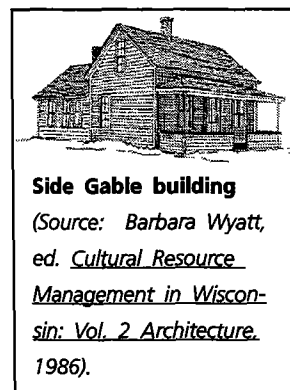
**Shed roof.** A roof consisting of one inclined plane.

**Side Gable (circa 1860-1940).** The vernacular form of a building, generally a house, in which the gable end of the roof is perpendicular to the street.

**Significance.** Importance of a historic property as defined by the NRHP criteria in one or more areas of significance.

**Site.** The location of a prehistoric or historic event.

**Spanish Colonial Revival Style (circa 1900-1920).** These buildings, which have a southwestern flavor, show masonry construction usually covered with plaster or stucco, red clay tiled hipped roofs, and arcaded porches. Some facades are enriched with curvilinear and decorated roof lines.



**Structure.** Practical constructions not used to shelter human activities.

**Stucco.** A material usually made of Portland cement, sand, and a small percentage of lime and applied in a plastic state to form a hard covering for exterior walls.

**Tudor Revival Style (circa 1920-1940).** A style that reflects a blend of a variety of elements from late English medieval styles. It is identified by steep gables, half-timbering, and mixes of stone, stucco, and wood.

**Turret.** A little tower that is an ornamental structure and projects at an angle from a larger structure.

**Two-story Cube (circa 1860-1890).** The vernacular form, generally for a house, which is a two-story building, box-like in massing, with a hipped roof, near absence of surface ornament, and simple exterior cladding such as brick, clapboard, or stucco.

**Vernacular.** A functional, simplistic building or structure without stylistic details. Vernacular form buildings were usually designed by the builder, not by an architect.

**Workmanship.** Quality of integrity applying to the physical evidence of the crafts of a particular culture, people, or artisan.



**Two-story cube building**

(Source: Barbara Wyatt, ed. Cultural Resource Management in Wisconsin: Vol. 2 Architecture. 1986).

